MICROCOPY

1507

ROLL

10

INTRODUCTION

The 10 rolls of this microfilm publication reproduce correspondence and record cards of the Military Intelligence Division (MID), that relate to conditions in Cuba, Haiti, and the Dominican Republic (also known as Santo Domingo), from 1918 to 1941. The documents reproduced are largely reports from the U.S. military attache assigned to Cuba and his assistants, although there is a significant number of records from the Department of State in Washington, the diplomatic staff of the American legation at Havana, and U.S. Marine Corps units stationed on the islands. The correspondence, from which the eight files reproduced on this microfilm publication were extracted, and the related records, are part of the Records of the War Department General and Special Staffs, Record Group (RG) 165.

Background

The Military Intelligence Division originated in 1885, when Adj. Gen. Richard C. Drum directed Maj. William J. Volkmar of the Military Reservation Division to organize a Division of Military Information. Drum's action was in response to an increasing need for the systematic collection and dissemination of information relating to foreign and U.S. military services. The Military Information Division, as it became known, functioned as an adjunct of the Military Reservation Division until 1889. By providing for "the pay of a clerk attendant on the collection and classification of military information from abroad," the congressional appropriation act of September 22, 1888 (25 Stat. 481), laid the necessary financial groundwork for the Adjutant General's confidential order of April 12, 1889, which established the Military Information Division as "a separate division under the personal supervision of the Adjutant General." The act also led to the detail of the first military attaches to

U.S. diplomatic posts at London, Paris, Berlin, Vienna, and St. Petersburg in 1889.

An act of February 14, 1903 (32 Stat. 830), reorganized the War Department hierarchy by creating the War Department General Staff headed by the Chief of Staff. Six months later, Secretary of War Elihu Root's order of August 8 directed the transfer of the Military Information Division and its records to the Office of the Chief of Staff, effective August 15, 1903. Under the new organization what had been the Military Information Division became the Second Division (of three), of the General Staff. War Department General Order 128, dated August 12, 1908, provided for the reorganization of the General Staff into sections and thereunder into such committees as necessary for the transaction of business. As a result of this order the Second Division (military information) was merged with the Third Division (military planning and education) to form the Second Section. A reorganization of September 26, 1910, abolished the Second Section and transferred its responsibilities, including military information, to the new War College Division.

The entry of the United States into World War I on April 6, 1917, greatly increased the work of the War College Division. To deal with the growing intelligence workload, the Chief of Staff, in a memorandum dated April 28, 1917, directed the establishment of a separate military information section within the War College Division. A reorganization of the General Staff, under the authority of War Department General Order 14, dated February 9, 1918, abolished the War College Division, and all intelligence functions passed to the Military Intelligence Branch of the newly created Executive Division.

A second major reorganization of the War Department General Staff occurred under the authority of General Order 80, dated August 26, 1918, which established a separate Military Intelligence Division (MID), headed by an officer designated as director of military intelligence who would function as an assistant to the Chief of Staff. As a result of War Department General Order 41, dated August 16, 1921, the MID was given the additional designation of G-2 and was constituted as one of the five General Staff divisions, each under the immediate control of an assistant Chief

of Staff. This part of the organizational structure of the War Department remained largely unchanged through World War II.

The Military Intelligence Division, however, underwent a number of internal reorganizations during this quarter century. In early 1921 the MID's three principal functions, collecting and evaluating military information and disseminating military intelligence, were split between its Positive and Negative Branches. During the next 18 months the division abolished these two branches and divided the functions among three geographical sections: Latin American, European, and Far Eastern. This division of work among three entirely separate sections resulted in a wide divergence of method in handling information, and failed to produce well-thought-out studies on general questions affecting two or more of the geographical sections. Consequently, in October 1924 the head of MID placed the three geographical sections under his newly created Intelligence Branch, to a ensure better coordination of the collection and evaluation of military information and dissemination of military intelligence. The 1924 reorganization remained in place until 1942, although by 1939 the number of geographical sections had increased to seven.

The principal means employed by the MID to collect military information about foreign countries was to send military attaches and observers abroad for this purpose. As noted above, the U.S. Army sent its first five military attaches abroad in 1889. By 1922 the MID had 45 military attaches and assistants on duty in 30 countries. Though by 1938 their numbers had decreased to 32, they soon increased greatly with the advent of war in 1939. The United States first assigned military attaches to Cuba in 1902. A list of military attaches stationed in Havana from 1902 to 1941 follows these introductory remarks.

The main duties of a military attache were to observe and to report on the organization, training, equipment, doctrine, and operation of foreign military forces. In addition, the attache reported on political, economic, and social conditions in the country to which he was assigned, especially as they influenced military affairs. To carry out this work, the attache had the assistance of a small staff including one or more assistant

military attaches who prepared their own reports. The military attache and his assistants usually sent to the MID several copies of their more important reports which often included newspaper articles, magazines, maps, photographs, official government publications, and similiar enclosures. There, one copy was filed with the division's general correspondence in the manner described below, and another was placed in the so-called Regional File that the MID maintained for research and reference purposes. This file contains military, naval, political, economic, social, and psychological information on foreign countries. It is arranged by country or region and thereunder by a special subject classification scheme, first called Strategic Index (1918-22), and later, Index Guide (1922-44). The latter scheme subsumes all information under nine primary headings designated by four-digit numbers within the range of 1000 to 9960. Furnished with the current edition of the Strategic Index or Index Guide, the military attache from his post abroad indicated the proper file classification number in the block provided on the form on which he prepared his report. The Regional File served as the prime source of information from which the MID staff and its predecessors, compiled the Digests of Information concerning each country, prepared the Combat, Economic, and Political Estimates for the major nations of the world, and wrote special studies on military subjects.

Records Description

The Military Intelligence Division filed correspondence in accordance with the "record card system," utilized widely by the War Department in the late 19th and early 20th centuries. On each incoming and outgoing communication and enclosure, a record clerk placed in the upper-right corner of the first page a master number representing the main subject of the communication. When no subfile was involved, the clerk simply added a numerical suffix following a hyphen to the master number to indicate the next sequential transaction (e.g., 2067-54, 2067-55). To indicate a subfile, the records clerk entered an alphabetical or numerical suffix following the master number, and an additional number representing the transaction under the subfile.

At the subfile level the MID used letters to indicate particular countries or geographical areas. In a file numbered 2657-Q-266, for example, the letter Q represents Cuba and the West Indies. States. Most individual documents filed under these letter designations were numbered in chronological order by date received. Some, however, have a second subfile number denoting a more specific subject category, with sequential numbers following. For instance, many monthly reports on Cuban Army strength are filed under 2012-100 with individual reports numbered 1 to 96. Thus a typical file number containing all these elements would be 2012-100/55.

After the clerk had assigned a file designation to the communication, he summarized its contents on a record card and placed the same file designation on it. The record card was then filed numerically according to its assigned file designation. Subsequently, record cards were annotated to show the routing and ultimate designation or disposition of a communication. The clerk also prepared name, subject, and geographic index cards as finding aids to the communications. In addition, the MID kept chronological lists ("Dispatch Lists") of all communications received from an attache at a particular post.

This publication reproduces the following eight MID files relating to Cuba and the West Indies for the period 1918 to 1941:

MID 2657-Q---Political Conditions, Cuba and the West Indies
MID 2655-Q---Economic Conditions, Cuba and the West Indies
MID 2056-----General Conditions in Cuba
MID 2012-----Army, Cuba
MID 2079-----Aeronautics, Cuba
MID 2608-----General Conditions in Haiti and Santo Domingo
MID 2020-----Army, Haiti
MID 2353-----Army, Santo Domingo

The records filed under the two master numbers pertaining to political and economic conditions throughout the region, have been filmed immediately afer the record cards and are followed by files on one or two of the three Caribbean countries--Cuba, Haiti, and the Dominican Republic (in that order). Within each master number the documents have been filmed by file designation. The volume of records

filed under the two master numbers for general political conditions and economic conditions, and under the three files on Cuba, is substantial. There are cosiderably fewer records in the three files on Haiti and the Dominican Republic.

The gaps often found in the sequential numbers following master numbers have two principal explanations. First, during the late 1920s the War Department destroyed a large number of individual documents among the general correspondence of the MID as "useless papers." This action was authorized by an act of Congress, dated February 17, 1889 (25 Stat. 672). Second, on August 7, 1941, the MID abandoned its numeric file system and adopted the War Department decimal classification scheme. At that time the numeric file was closed and many documents were transferred to the new file. For most communications transferred, a clerk prepared a card and inserted it in the numeric series where the communication had originally been filed, citing the decimal designation under which the communication was then filed. These transferred documents are in the G-2 decimal file, which is part of Records of the Army Staff, RG 319.

Contents

Record Cards

The record cards for the eight master numbers of the MID correspondence relating to Cuba and the West Indies appear on roll 1 of this microfilm publication. The record cards are filmed in the same sequence as the eight master numbers. They provide a synopsis of each document (including those dated before mid-1941) that were transferred to the decimal file. The record cards also serve as a finding aid to the documents filmed in this publication.

Correspondence

Political Conditions, Cuba and the West Indies. (MID 2657-Q). Reports and other records in this master file include information on Cuban political parties, elections, political corruption, and political violence. There are a few similar reports on conditions in Haiti, the Dominican Republic, and Puerto Rico. In the early 1920s the

military attache reported extensively on the 1920 Cuban national elections (MID 2657-Q-1 to -90); graft and abuse of office President Zaya, 1920-24 (MID 2657-Q-249); the unsuccessful revolt by army veterans, 1923-24 (MID 2657-Q-143); and the 1924 election of President Machado (Mid 2657-Q-225/1 to -70). This master file also includes a large number of reports (MID 2657-Q-330/1 to -452) on anti-government violence in the 1930s, some of which deal with Col. Fulgencio Batista. Other reports discuss U.S. reactions to the 1920 Presidential election (MID 2657-Q-268), the activities in the United States of Cuban and other West Indian nationalist and revolutionary groups (MID 2657-Q-102, -350, -370), and German and Japanese espionage activities in Cuba (MID 2657-Q-395) and Haiti (MID 2657-Q-396), 1940-41.

Economic Conditions, Cuba and the West Indies. (MID 2655-Q). With the exception of the 1921 reports on the salt industry of Curacao (MID 2655-Q-14) and the economy of the Dominican Republic (MID 2655-Q-15), one each, and the report on the control of petroleum production in Puerto Rico in 1941 (MID 2655-Q-107), all of the records in this master file pertain to the Cuban economy. Many of the reports relate to the Cuban sugar industry (MID 2555-Q-1, -8, -11, -18 to -21, -33, -48, -51 to -60, -63, -65, -81); the cultivation of coffee (MID 2655-Q-50), rice (MID 2655-Q-16), and other foodstuffs (MID 2655-Q-18 to -21, -93); the production of henequen (MID 2655-Q-79); and Cuba's petroleum (MID 2655-Q-95) and mineral resources (MID 2655-Q-61, -100 to -103).

A number of reports deal with immigration laws and immigrant problems (MID-2655-Q-73, -76, -80, -85, -87, -94, -98, -99). Also included is a history of the operations of the Cuban National Lottery, 1921-23 (MID 2655-Q-32) and a copy of the military attache's "Estimate of the Economic Situation," May 1923, 150 pp. (MID 2655-Q-64). Many of the 1919-22 reports have file classification numbers of the Strategic Index imbedded in the text and most of the reports of the 1930s bear typed four-digit Guide Index numbers in the upper-right corner of the first page.

General Conditions in Cuba and the West Indies. (MID 2056). The records in this master file both complement (and in a few instances) duplicate the

documents in the files on political (MID 2657-Q) and economic (MID 2655-Q) conditions and relate almost exclusively to Cuba. Most of the 1918-19 reports, many of which were prepared by U.S. Marine Corps units on duty in the Camaguey and Oriente Provinces, deal with strikes and labor unrest in Cuba (MID 2056-65 to -184). Other reports for this period document the course of the "Spanish" influenza epidemic on the island (MID 2056-34, -46, -48, -53, -67, -78, -85, -122, -134, -165) and the October 1919 outbreak of smallpox in Havana (MID 2056-194).

Other records include an April 1920 office memorandum prepared by the military attache describing the members of his staff, his relations with the American Legation in Havana, and provides biographical sketches of prominent Cubans and others "who have proved themselves valuable and discreet" (MID 2056-196); a copy of the July 1923 "Estimate of the Economic-Military Situation" (MID 2056-219); and the 1925 MID digest of information on the Island of Pines (MID 2056-229). Between December 1938 and July 1941 the military attache prepared a series of 35 "Comments on Current Events," which contains information on German nationals in Cuba and the activities of Colonel (later President) Fulgencio Batista (MID 2056-250); and a series of reports on each of the principal cities of Cuba, which describes the city's power plants, water works, telephone and telegraph facilities, radio stations, gas and oil storage plants, ice plants, airfields, harbor facilities, police, military forces and installations, newspapers, magazines, prominent American citizens in residence, and its government (MID 2056-253). Scattered throughout this master file are copies of, or clippings from, the Havana Post, Havana Evening News, The Times of Cuba, Himley's Weekly Review of the Cuban Sugar Crop, and El Hombre Nuevo.

Army, Cuba. (MID 2012). Much of the documentation in this master file consists of monthly strength reports and station lists of the Cuban Army, 1918-41 (MID 2012-4, -6, -12, -21, -34, -39, -42, -49, -56, -64, -137, and especially -110); biographical sketches ("who's who") of prominent Cuban Army officers, 1931-40 (MID 2012-132 to -168); and periodic reports on the loyalty, discipline, and morale of the Cuban Army, 1931-40

MID 2012-133, -146). Included in the latter is substantial information on the September 1933 revolution and the activities of Colonel Fulgencio Batista, especially during 1933-34. Other records deal with the organization of the Cuban Army (MID 2012-18, -44, -73, -93, -101, -116, -119, -157), the pay and emoluments of its officers and enlisted men (MID 2012-124), its retirement and pension laws (MID 2012-110), and its annual budgets, 1932-41 (MID 2012-140, -165). This master file also contains information on the Cuban Rural Guard (MID 2012-98, -99) and the National Police Force (MID 2012-137).

Aeronautics, Cuba. (MID 2079). The records in this file cover military and commercial aviation. Included is a series of annual reports, 1924-39, on the organization, training, bases, appropriations, aircraft, and aeronautical equipment of the Cuban Air Service (MID 2079-15). Other reports on military aviation discuss "Good-will Flights" of the 1930s (MID 2079-43, -59), aircraft accidents (MID 2079-52), landing fields and possible landing fields (MID 2079-10, -44), flights of Cuban military aircraft over U.S. territory (MID 2079-56, -60), and cadet, flight, and combat training at Cuban aviation schools (MID 2079-36 to -40, -61, -62). Aspects of commercial aviation discussed include air traffic control and regulations (MID 2079-20), foreign interests involved in Cuban aviation (MID 2079-21), and commercial air routes (MID 2079-16). This master file includes many Department of State documents.

General Conditions in Haiti and Santo Domingo. (MID 2608). Most of the reports in this file are 1921 monthly summaries of intelligence compiled by U.S. Marine Corps units stationed in the two countries which describe the political, economical, and social conditions on Hispaniola. This file also includes a number of 1940 reports on harbor facilities, water supply, electrical power, and other municipal features of the principal cities and towns of Haiti and the Dominican Republic. These reports were received from the head of the U.S. Military Mission in Haiti and the U.S. naval attache stationed in the city of Santo Domingo.

Army, Haiti. (MID 2020). The three reports

comprising this master file deal with the establishment of a Dominican air and naval station at Calderas Bay (1939), leadership changes in the Garde de Haiti (1940), and the participation of the cadets of L'Ecole Militaire d'Haiti in the June 1941 maneuvers of the Garde de Haiti. The last two reports were prepared by the chief of the U.S. Military Mission in Haiti.

Army, Santo Domingo. (MID 2353). This small file consists of two items: a May 1918 report from the American Legation in Santo Domingo on the organization of the Guardio Nacional Dominicana and a 1925 memorandum from the Department of Commerce enclosing two Spanish newspaper clippings on the creation of a Dominican army.

Security Classification

Many of the documents filmed in this microfilm publication were classified as secret, confidential, or restricted at the time of their creation and had those classification markings stamped, typed, or written on them. With the exception of six documents (MID 2657-Q-361/18 to 2657-Q-361/24) relating to communications intelligence, the National Archives and the Department of the Army have reviewed and declassified all of the records filmed in this publication.

Related Records

In RG 165 are additional intelligence records relating to Cuba, Haiti, and the Dominican Republic. Information on all three countries can be found under other file designations of the MID correspondence, 1918-41. Because the records under other file designations either did not relate exclusively to Cuba, Haiti, and the Dominican Republic, or relate to less significant subjects, they are not reproduced here. Access to these records is by the name, subject, and geographic indexes to the MID correspondence and by the dispatch lists of incoming reports to the MID. The name index has been filmed as Name Index to Correspondence of the Military Intelligence Division of the War Department General Staff, 1917-1941, M1194; the geographic index as Geographic

Index to the Correspondence of the Military Intelligence Division, 1917-41, M1474 (roll 4 of which contains the principal entries for Cuba); and the dispatch lists as Registers of Communications Received from Military Attaches and Other Intelligence Officers ("Dispatch Lists"), 1889-1941, M1271 (roll 1 of which lists the reports from the military attache in Havana).

The segments on Cuba, Haiti, and the Dominican Republic in the Regional File of the MID contain copies of some of the documents reproduced in this microfilm publication, as well as many other documents submitted by the military attache at Havana and other sources.

Records relating to naval intelligence, including naval attache reports, and records of the Military Government of Santo Domingo (Dominican Republic) 1917-24, are in the Records of the Office of the Chief of Naval Operations, RG 38. Information about Marine operations in Cuba, Haiti, and the Dominican Republic can be located among Records of the U.S. Marine Corps, RG 127.

Many records pertaining to U.S. relations with Caribbean nations are found in General Records of the Department of State, RG 59. Microfilm publications of related records include Records Relating to Political Relations Between the United States and Cuba, 1910-29, M509; Records Relating to Internal Affairs of Cuba, 1910-1929, M488; Records Relating to Political Relations Between the United States and Haiti, 1910-29, M611; Records Relating to Political Relations Between the United States and Haiti, 1930-39, M612; Records Relating to Internal Affairs of Haiti, 1910-29, M610; Records Relating to Internal Affairs of Haiti, 1930-39, M1246; Records Relating to Internal Affairs of the Dominican Republic, 1910-29, M626; Records Relating to Internal Affairs of the Dominican Republic, 1930-39, M1272; and Records Relating to Internal Affairs in the Dominican Republic, 1940-44, M1277.

The records reproduced in this publication were prepared for filming by Barry Zerby and Monroe Freeman. These introductory remarks were prepared by Barry Zerby.

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APPENDIX

U.S. Military Attaches - Cuba

Lt. Matthew E. Hanna	Aug. 1902-June 1904
Maj. Henry Barber	Feb. 1909-July 1912
Lt. Col. Herbert J. Slocum	Oct. 1912-Dec. 1913
Maj. Edmund Wittenmeyer	Jan. 1914-Sept. 1917
Capt. Thomas F. Van Natta	Oct. 1917-Nov. 1918
Maj. Albert Gallatin	Nov. 1918-Apr. 1919
Col. Paul W. Beck	Apr. 1919-Apr. 1920
Lt. Col. James M. Hobson	June 1920-Apr. 1922
Maj. K. B. Lyman	Mar. 1922-Jan. 1923
Maj. William H. Shutan	Jan. 1923-May 1926
Capt. Henry C. Clark	June 1926-Jan. 1928
Maj. James C.R. Schuenck	Jan. 1928-Aug. 1929
Maj. Joseph J. O'Hare	Aug. 1929-Apr. 1933
Lt. Col. Thomas N. Gimperling	Apr. 1933-Apr. 1937
Maj. Edward W. Timberlake	Mar. 1937-Aug. 1938
Maj. Henry A. Barber	Aug. 1938-June 1941

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

Microfilm Publication M1507

CORRESPONDENCE AND RECORD CARDS OF THE MILITARY INTELLIGENCE DIVISION RELATING TO GENERAL, POLITICAL, ECONOMIC, AND MILITARY CONDITIONS IN CUBA AND THE WEST INDIES

1918-1941

Roll 10

Cuba: Aeronautics (MID 2079, MID 2034-521 to 2034-549)

Haiti and Santo Domingo: General Conditions (MID 2608)

Haiti: Army (MID 2020)

Santo Domingo: Army (MID 2353)

The National Archives
National Archives and Records Administration
Washington: 1989

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

Roll 10

Target 1

Cuba: Aeronautics (MID 2079, MID 2034-521 to 2034-549)

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

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By AMF NARS, Date 05/04/89

REGD, M. I. B., O. C. S. MAY 20 1919

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1 Encl.

OFFICE CHIEF OF STAFF
Executive Division
Mil. Inf. Branch.

May 15, 1919.

MAY 21 1919

2079-1

No. 981.

From: Ua.

To : Director of Military Intelligence.

Subject: Aviation Activities.

WAR DEPARTMENT
NOTED M.I.B.
CAPT H. A. KENYON,
M. I. B.

1. About ten days ago General José Martí, Secretary of War & Marine, called upon me to make a study of the general subject of aviation in its relation to the Army and Navy of this Republic with a view to the organization of an adequate air service here. Enclosed herewith is a copy of the result of this study. In connection with this study I beg leave to state that the President of Cuba is extremely enthusiastic with regard to aviation and has expressed himself as being wholly in accord with the need for an adequate air service here. From the general official situation at the present time, it is my opinion that energetic steps will be taken by the Government to form an air service along the lines indicated in the enclosed report.

2. The Director General of Communications, Colonel Charles Hernandez, has brought to my attention, a communication from the Postmaster General of the United States dated November 26, 1918, in which the Postmaster General requests co-operation with this Republic in the establishment of an aerial mail route connecting the two countries and contemplating the final linking up of the principal West-Indian Islands by an aerial mail route.

3. Colonel Hernandez has also informed me that the U. S. Navy desires landing bays, hangars and service stations for an air plane route connecting the United States with the West Indies and certain Eastern-Caribbean islands, with a view to a route to Central and South America, by air plane.

4. It was in consideration of the facts set forth in paragraphs 2 and 3 above that I undertook the study requested by General Martí. It is suggested that this report be brought to the attention of the United States Postal and Naval authorities in order that I may be officially informed as to their desires, with a view to assisting in the formulation of some general aerial policy here to the end that the interests of the United States may receive adequate consideration.

5. There is also apparent sincere effort on the part of a number of civilians to organize air transportation companies for the carrying of passengers between Key West and Havana, and from Havana to various parts of the West Indies. It is thought that at least one of these enterprises will be in operation by December of this year. There is also considerable interest among the sugar companies which own two or more plantations to procure air craft to promote the speedy and close supervision of the estates by the general managers.

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Exc. 1

OFFICE CHIEF OF STAFF
Executive Division
Mil. Ad. Branch.

MAY 21 1919

2079-1

WAR DEPARTMENT

STUDY FOR ORGANIZATION OF AIR-CRAFT SERVICE IN CUBAN ARMY, SUBMITTED TO GENERAL JOSÉ MARTI, SEC. OF WAR & NAVY.

REASONS WHY CUBA SHOULD HAVE AN AIR SERVICE.

1. In considering the proposition of a Cuban air service, the first point that occurs to the investigator is "Why should Cuba have an air service?" Unless that fundamental question can be answered, then there is no merit in the case at all. Below are given the reasons which appear to settle unequivocally that such service is essential to the future success of Cuba.

FIRST. Aviation is a component part of all modern military forces. In the World War it reached such stage of development as to bring forth acknowledgment that it was a "fourth arm" of the service; i.e., that it ranks with the Infantry and Artillery and a bit ahead of the Cavalry. In view of this fact no Army is complete without its Air Service.

SECOND. The future of Cuba is absolutely bound to that of the United States of North America. Outside of and not considering the Platt amendment, geographical location makes Cuba of paramount importance both to the United States and to any nation that might be at war with the United States. Situated on the very threshold of Florida, Cuba offers the most tangible base for aggressive operations against its sister republic. Any war involving the United States must draw in Cuba. Lacking an adequate air service Cuba simply invites disaster, as the first move an aggressive enemy would make would be the severing of cable communications and the landing of an army of occupation. The very wealth of Cuba invites such occupation, aside from the strategical situation. Sugar, its chief source of wealth, has proven to be one of the main sinews of war. This fact will not be forgotten should another war occur. Considering the

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strategical location of Cuba, lines drawn from the important European and American trade points show seventy-five percent of these lines as passing through Cuba.

THIRD. Now that the war has demonstrated the reliability of air craft, peace is turning to the use of such craft along many lines. The principal avenues at present in sight are:

(a) The carrying of mail and small packages.

(b) The carrying of passengers.

(c) The mapping of large areas by photographic means.

(d) The use of air planes and sea planes to detect violations of agricultural and sailing laws.

(e) The saving of life on land and sea

and many others. Every one of these uses is called for in Cuba which, by virtue of its many safe harbors, is especially adapted to the use of sea planes.

FOURTH. In case of insurrection the first act of the insurgent forces is ever the same - the severance of railroads, telegraphs and telephones and the seizing of wireless stations. In Cuba, owing to its peculiar shape (long and narrow), such action would separate the Eastern from the Western end of the Island. In such event the only means of communication with the Oriente end of the Island would be by air plane or sea plane. This possible use is alone sufficient to warrant the organization and maintenance of an adequate air force.

<u>USES FOR AIR PLANES AND SEA PLANES.</u>

2. The Military uses for air planes may be stated as follows:

(a) Reconnaissance.
(b) Combat.
(c) Fire Control of Artillery.
(d) Messenger Service.
(e) Occasional Transport.
(f) Training.

3. Considering the above headings we have, in detail, studies as follows:

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(a) ~~REGONNAISSANCE~~:-

In this work are used: Photography.
Wireless Telegraphy.
Wireless Telephony.
Map making from photographs.
Map reading.

(b) COMBAT:-

Combat may be divided into two distinct phases, i.e., (1) Combat against other planes; and
(2) Combat against an enemy beneath.

In combat against other planes we use principally Machine Guns.

In combat against an enemy beneath, are used Machine Guns and Bombs.

(c) FIRE CONTROL OF ARTILLERY:-

For this work are used: Photography
Wireless Telegraphy, and
Telephony.

(d) MESSENGER SERVICE:-

No appliances other than a speedy machine are essential here, although, by virtue of the fact that the single-seater, scout and combat planes are the speediest extant, the messenger is usually protected by a machine gun or guns.

(e) OCCASIONAL TRANSPORT:-

For this use the type of plane used depends upon the character of the thing transported, i.e., its size shape and weight. It may be remarked that a piane has been transported from London to Paris by a large Hanley-Page bombing machine.

(f) TRAINING:-

For this purpose there have been evolved several types of plane. Training covers a number of phases. Basically we have ground schools, which teach the theoretical matters connected with flight; and flying schools, which teach the art of flying.
In the flying schools we have primary training and advanced training.
In the advanced training we have "stunt" flying, or aerobatics, and

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cross country work. In these schools students are also trained in specialties such as telegraphy, telephony, photography, air gunnery, bombing, fire-control, etc.

4. From the above it can be seen that the numerous requirements call for a diversity of machines; for it is no more feasible to do fast work with a bombing plane than it is to win automobile races with trucks. Experience has shown that the following named classes of planes are essential to a well-balanced flying crops:

(a) Training planes:
Primary.
Advanced.

(b) Service planes:
Scout.
Reconnaissance.

Among the Reconnaissance planes there are a number of sizes and types; some running into large planes capable of carrying as much as a ton of useful load; but the most satisfactory may be taken as that of the LePere-Brown type, capable of high speed, having great flexibility, and carrying its own machine gun defense, photogrpphic outfit, wireless telegraph or telephone, and one or two passengers in addition to the pilot.

5. Where much of the air work is to be done over water, it is essential that a proper propertion of sea planes form a part of the equipment.

DISCUSSION OF TYPES.

6. Under paragraph 3, above, we found that at least four types of air planes are essential to the proper equipment of an air corps.

Under paragraph 4 was mentioned the probable need for sea planes. There should be two types of these latter, vis:

(a) Practice Type, and

(b) Service Type.

It has been found by experience that it is more

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economical to have the training planes in addition to the service planes, as practice in alighting on the water is fraught with danger of injury to the flying boat and the relative cost for repairs is much less in the training planes. In other words, after learning to fly a land machine, the student must attain accuracy in alighting on the water, and this calls into use a new judgment as to distances, since the eye, accustomed to estimating land distances, must be trained and re-adjusted in estimating water distances; so that there are apt to be a number of minor breakages when the change from land to sea planes is first made. It is manifest economy to minimize the cost of these probable breakages by adopting a cheaper type of air craft for the practice stage.

7. Accepting then, the fact there must be the six types of planes, the question arises as to the best machines to purchase in the premises. Again we call experience to our aid. Let us recapitulate the types needed:-

Land planes -	Training:	1. Primary.
		2. Advance.
	Service :	3. Scout.
		4.Reconnaissance.
Sea planes -		5. Training.
		6. Service.

For primary training the United States and Canadian Governments have adopted the Curtiss JN 4. There is no diverging opinion as to the suitability of this type. For advanced training the Curtiss N has been used in the United States throughout the World War.

For Scout planes, immediately available, the Thomas-Morse has been used in the United States for instruction purposes. It is thought that this type will fulfill all requirements for a service scout in Cuba.

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For Reconnaissance work, the United States adopted the DeHaviland plane with Liberty motor. At about the time the armistice was signed, the Packard Motor Car Company of Detroit produced a machine known as the LaPere-Brown, also carrying a Liberty motor, that is much superior to any other similar type of plane in the world.

The practice sea plane, used by the United States Navy, is the Curtiss F-Boat. This corresponds to the JN-4 for primary sea work.

For service at sea the HS-2 is the mainstay of the United States Navy. It carries three persons, bombing apparatus or wireless.

PEACE TIME USES FOR AIR PLANES AND SEA PLANES.

8. While it is recognised that the military duty of any branch of an Army or Navy is to train for war, it is also an economic fact that if it cane be demonstrated that there is a definite peace-time use to which any war vehicle can be put, it is desirable that it be brought to the attention of the tax payers. In this way the military can be brought into closer touch with the civil, to mutual advantage.

There are at least two distinct fields of use for air craft in Cuba in peace time. One of these is carrying mail and the other is in making an accurate map of the Island and its Keys.

In carrying the mails, the sea plane will be of chief use here. In mapping the Island the work must be done mostly by land planes, assisted at times by sea planes.

A subsidiary peace-time use for planes is in the locating and accurately mapping of any particular feature of the national wealth, such as forests, sugar plantations, tobacco plantations, etc. Owing to the absolute accuracy, and relative size and location of buildings as shown from the air, air maps of towns and

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cities are of particular value from a military or insurance standpoint. The uses may be indefinitely enlarged upon.

RELATIVE VALUE OF AIR PLANES AND SEA PLANES IN CUBA.

9. Cuba is rich in bays, but poor in dry landing places. In the dry season there are numerous places on the cattle ranges where landings may be made, but during the rainy season the grasses grow too high, and the vegetation in general is too luxuriant to admit of free flying over the land. Two things are deducible from these facts:

First: There must be laid out and kept in shape definite landing places for use the year round;

Second: Since the number of these artificial fields must be limited by the expense, we must have a relatively large proportion of sea planes in the National Air Fleet.

In connection with the question of landing places, it may be well to dilate a bit at this time. Taking the airline distance from Havana to Santiago de Cuba as being five hundred miles, it would be desirable to have emergency landing fields located twenty-five miles apart for that distance, as well as to have emergency hangars located about one hundred miles apart along the same route. To lower the initial expense of these fields, it is thought that the larger sugar estates might be prevailed upon to set aside certain of their cattle ranges, or fallow fields, for the landing fields; that these companies would see that the grass and brush are kept down, thus leaving to the Government the sole expense of erecting hangars - about four in number.

The advantage to accrue to these companies, is the use of the Government hangars for their own machines, when they are not needed for Government air craft.

So far as the sea planes are concerned, the only expense to the Government will be for the erection and maintenance

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of hangars on the principal bays. In this connection it is thought that hangars at Havana, Concha, Nuevitas, Sagua el Tanamo, Guantanamo, and Santiago de Cuba offer the best routes to the last named place; with gasoline and oil service-stations at Cardenas, San Fernando, Gibara and Baracoa. The air route, as shown on the map of Cuba, gives the following distances between landing places:-

Havana to Cardenas	105	miles
Cardenas to Concha	105	"
Concha to San Fernando	145	"
San Fernando to Nuevitas	135	"
Nuevitas to Gibara	105	"
Gibara to Sagua de Tanamo	95	"
Sagua de Tanamo to Baracoa	75	"
Guantanamo to Santiago de Cuba	60	"
Total air line distance.....	900	"

The Southern route to Santiago de Cuba is as follows: (by air plane)

Havana to Surgidero de Batabano	38	Miles.
Batanbano to Cienfuegos	180	"
(A service station to be established in some bay between steps near some prominent light-house.)		
Cienfuegos to Trinidad	80	"
Trinidad to Jucaro	90	"
Jucaro to Santa Cruz del Sur	114	"
Santa Cruz del Sur to Manzanillo	90	"
Manzanillo to Cabo Cruz	80	"
Cabo Cruz to La Plata	78	"
La Plata to Santiago de Cuba	95	"
	845	"

A reference to the map of Cuba will show that the Northern coast presents an all-water route, whereas the first leg of the Southern route must be accomplished by air plane instead of by sea plane. It should be borne in mind that a successful air service will ultimately demand the total encircling of the Island, however, and plans should contemplate the linking up of Havana with Cienfuegos by sea plane route around the West end of the Island. The first point to be settled is the desirability of the Northern route as given above, over that of the Southern route, including the land leg, with a view to adopting one or the other as an initial step.

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In this connection it is suggested that Colonel Charles Hernandez, Director General of Communications, be consulted, in order that the interests of his Department may receive adequate consideration.

NECESSITY FOR AND SCOPE OF SCHOOL.

10. No aviation service can operate successfully withoutaa proper school for training its aviators and mechanicians. During the emergency of the World War it was impracticable to organise such a school in Cuba. Now that the emergency has passed, the cheapest and most expeditious manner of training the personnel is to do so at home. The ultimate object to be obtained is to provide a sufficient flow of graduates to keep filled the ranks of the aviation corps, and to train a set of instructors to the end that the entire institution - instructors and pupils alike - shall be Cubans.

It is true that arrangements can probably be made with the United States to continue the training of Cuban aviators and mechanics at low cost to the Cuban Government, but it is equally true that the plant necessary for the housing and upkeep of the Aviation Squadron can also be utilised for an Aviation School, due to the relatively small increase in cost.

The difficulty encountered in training aviators and mechanicians in the United States, due to the use of different languages here and there, tends to delay any instructer and also to the loss of many fine points to the pupils.

Owing to the close relations existing between Cuba and the United States, it is thought that a course in English would be a most desirable adjunct to the curriculum of the aviation school.

Another decided advantage in operating an aviation school in Cuba is that mistakes in choosing students can be much more readily rectified here than if these men were sent to the Unitd States. That there will be mistakes is certain because it is

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impossible to predict whether or not a man will be successful as an aviator or a satisfactory mechanician until after he has been actually tried out in a practical way.

Further the instruction of his subordinates is a proper part of the duty of a commissioned officer; it increases his own knowledge and thereby strengthens his control over his subordinates. It also enables the officer to judge of the relative merits of his men to the end that the right man can be picked for the performance of each part of the work to be done.

11. At the outset it is deemed expedient to import the necessary instructors from the Flying Fields of the United States. This in order to (1) ascertain just what the abilities of the different members of the Aviation Corps now existant may be; and (2) insure safety to life and property. Just as soon as it can be demonstrated that there are competent instructors among the men now composing, or who may hereafter compose, the Aviation Corps of Cuba, the services of the American instructors should be dispensed with.

12. This Aviation School will comprise the following distinct features, viz:

(a) A Ground School, for the preliminary instruction of the student aviators in the theory of flight, and other pertinent subjects.

(b) A Flying School, comprising two branches, viz:
(1) Primary Training Branch, and
(2) Advanced Training Branch.

(c) A Specialists' School, comprising courses in:-
(1) Wireless Telegraphy.
(2) Wireless Telephony.
(3) Photography.
(4) Aerial Gunnery.
(5) Bombing.
(6) Artillery Fire-Control.
(7) Other courses may be added as needs arise.

(d) A Mechanicians' School, giving theoretical and practical instruction in:-
(1) Engine set-up; tuning and repair.
(2) Plane assembly and repair.
(3) New construction.
(4) Propeller manufacture.
(5) General steel and wood shop work.

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13. Personnel for these schools, at the outset, should be minimised without prejudice to the rapid development of the Flyers. To this end the following is proposed as a working complement:

1 Major - Commandant; (Commands all schools).
1 Captain - Executive and Property Officer (For all schools).

Ground School for Aviators.

1 Civilian Instructor (American)

Flying Schools.

1 Civilians Instructor (American) for both Primary and Advanced courses.

Mechanicians' School.

1 Civilian Instructor (American).

For the present there is no need for opening the advanced courses and flying-boat school. The men to be trained in flying have had sixty to sixty-five hours hours in the air only, and require much practice before they can progress to the next stage of work.

MATERIEL FOR SCHOOL.

14. Orders should be placed at once for six advanced training planes of the Curtiss JN-H type. It will take at least thirty days to deliver these planes, and by that time the pupils will be advanced sufficiently to warrant their being placed in higher power machines. If H-planes are not available, then the Curtiss JN-planes, with Curtiss K-6-cylinder meters, should be ordered. The H-plane uses the Hispano-Suiza meter, otherwise it is the same as the JN-4, which is now in use at the flying fields at Marianao.

There should be ordered six extra meters, of whatever type is used by the advanced training planes, with adequate engine repair parts and other spares. This is a matter of detail that can be handled by the Commandant of the School, acting in conjunction with his flying instructor and executive officer.

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Orders should also be placed for six sea planes, of the training type, with spares similar to those mentioned in the second sub-paragraph of this paragraph 14.

Also a machine shop should be ordered. This is imperative if any planes at all are to be kept in the air; even the JN-4s, now being assembled. Time is a big factor in successful conduct of a Flying School, and to wait for repairs to be made at a shop located elsewhere than at the Flying Field is to diminish efficiency at least fifty percent. At the start there should be no delays in having machines ready for flying, or all enthusiasm will forsake the instructors and students. Without enthusiasm aviators are worthless.

CONSTRUCTION OF BUILDINGS.

15. Construction of all buildings connected with the flying field must be expedited. As I understand the situation, approval has been granted for water connection, electric current connection, and the necessary barracks, quarters, storehouses, shops and gasoline tanks. Every possible effort should be immediately concentrated to the end that all of this construction should be hastened, and the Commandant should consult with his Executive Officer and arrange the details so that the building work shall proceed in order - to the end that buildings most needed shall be constructed first.

GENERAL CONSIDERATIONS.

16. In consideration of the need for common labor, as well as for skilled labor, I renew my recommendation that at least twenty men be transferred from other branches of the Army to the Aviation Corps immediately. In no other way can satisfactory progress be made in the work. There should be enough laborers to do the police work, not only of the barracks and kitchen of the Signal Corps Company, where these men are quartered and rationed, but at the hangars as well.

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I am informed that there are about eighty men, belonging to other branches of the service, who have passed the examination for the Aviation Corps, and who decline to re-enlist unless re-enlisted for the Aviation Corps. Among these are a few time-expired men who are continued in service against their will. It is thought that by giving them the branch of the service which they desire, three ends may be subserved, viz:

(a) The general strike service will be benefitted by a realisation of the fact that Headquarters is looking after the interests of the enlisted men;

(b) Aviation needs will be subserved;

(c) The drain on the personnel of the Signal Corps will cease.

17. Personnel for the increased Flying Corps should be expedited. Inasmuch as there will be a number of flying boats in the corps, it is thought that a certain proportion of Naval officers and enlisted men should be among the students at the Aviation school. This point will be enlarged upon later, under the head of "Organization".

ORGANIZATION.

18. It is thought that, while inexpedient to immediately commission or enlist the necessary personnel to complete an ideal organization for the Cuban Air Corps, yet such an organization should be outlined and the ultimate goal pointed out as an inspiration to those now in, and soon to be in, the Corps, and in order that a definite, concrete plan may be submitted to Congress. It is thought that the actual service air corps should have ten sea planes and ten land planes. Of the land planes, five should be scout planes and five reconnaissance planes. This is irrespective of the training planes required at the school to teach land and water flying.

While each aviator should have at least two planes, to admit of the most satisfactory results; yet, owing to the relatively large proportion of two-seaters provided for above, (i.e. fifteen out of twenty) it is thought that one plane for

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each will suffice.

The personnel should be as follows:

One Air Squadron

Land planes	10
Sea planes	10

1 Major - Commandant of the School and Squadron.
1 Captain - Executive and Property Officer.
10 First Lieutenants, Aviators.
9 Second Lieutenants, Aviators.
1 First Class Sergeant - Property Sergeant.
1 First Class Sergeant - Clerk for the Schools.
1 First Class Sergeant - First Sergeant of the Squadron.
1 First Class Sergeant - Supply Sergeant for the Squadron.
1 First Class Sergeant - Mess Sergeant for the Squadron.
20 Sergeants - Chief mechanics.
20 Corporals.
80 Privates - First Class - mechanics and helpers.
40 Privates - Helpers.
3 Buglers (Pay of First Class Privates).
3 Cooks.
3 Chauffers.

By locating the Squadron and Schools at the same place, viz: the Flying Field at Mariano, it is thought that one set of men can control and operate the functions of both school and squadron.

The above organization provides for the minimum needs for a full squadron, disregarding the school needs. This is not important, however, as the land planes will be kept at the school and the trained flyers of the squadron will be used as instructors for training new men.

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By AMF NARS, Date 05/04/89

2-1

OFFICE CHIEF OF STAFF
Executive Division
M.I. Int. Branch.
AUG 5

Lt. MacDonald
M.I.2.

2079-V

CHARGE TO
GOVERNMENT RATE.

WAR DEPARTMENT TELEGRAM.

OFFICIAL BUSINESS.

WAR DEPARTMENT

WASHINGTON.

Office of the Chief of Staff.

Date July 31, 1919.

CODE

American Military Attache,

197 Havana.

Advise number and type airplanes in use, organization of Air Service and plans for Air Routes and development. Cover both military and commercial phases.

CHURCHILL

Clark.

.....

Thomas C. Cook,
Lieut. Colonel, C.A.C.

SENT

WAR DEPT.
STANDARD FORM 1. 3—1183

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By AMF NARS, Date 05/04/89

AMERICAN LEGATION
OFFICE OF THE MILITARY ATTACHÉ
HABANA

August 5, 1919.

No. 1014.

From: The Military Attache, Havana.

To : Director of Military Intelligence.

Subject: Aviation Activities in Cuba.

REC'D, M.I.B. O.C.S. AUG 11 1919

1. Replying to your cablegram No. 197, dated August 1st, 1919, on the abovemention subject, the following report is rendered:

(a) CUBAN GOVERNMENT AVIATION STATUS.

PERSONNEL. The Cuban Government has at the present time ten aviators and eight aviation mechanics. These aviators rank as follows:-

1 Captain
1 First Lieutenant, attached, and
8 second Lieutenants.

MATERIEL. There are four training planes of the primary class, Type Curtiss JN 4 with OX-5 motors. These are in fair condition. The Secretary for War and Navy has informed me that the present plans contemplate the purchase in the near future of the following types of planes:

4 Sea-planes of the general type Curtiss MF boat.
3 Sea-planes of the general type Curtiss HS-2.
3 Training planes of the general type Curtiss JN, using a K-6 motor.

So far as I can ascertain orders have not been placed for these planes.

FLYING FIELDS. There is one flying field, at Camp Columbia, eight miles from Havana. It has two hangars, each capable of housing four set-up planes of training type. A brick storehouse is about sixty (60) percent completed. No other construction is in process, although I am informed that plans have been approved for the water and electric lighting connections, quarters for the officers and men and the necessary shops

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OFFICE OF THE MILITARY ATTACHÉ
HABANA

At present all repairs to motors are made at the general shops of the Cuban Supply Corps, located near the water front, near the old Spanish Arsenal; about ten miles from the flying field. Plane repairs are made at the hangars.

I am informed that there is an unexpended appropriation of about $500,000.00 for the Cuban Army and Navy Air Service, but that it is contingent on collection of funds by the Treasury. I am also informed that there are many other similar apprpriations for different branches of the Government and that the actual acquisition of money under such appropriation is contingent upon the enery of the Department under which expenditure is to be made in pressing its claim for consideration.

ORGANIZATION. By Decree No. 879 dated July 2, 1919, the President of Cuba fixed the present strength of the aviation corps as follows:

1 Captain,
1 First Lieutenant
8 Second Lieutenants.
17 Sergeants.
12 Corporals.
67 Enlisted men.

This contemplates an ultimate organization of:

1 major, commandant of the school and squadron.
1 captain, executive and property officer.
10 first lieutenants, aviators.
9 second lieutenants, aviators.
1 first class sergeant, property sergeant.
1 first class sergeant, clerk of the school.
1 first class sergeant, first sergeant for the squadron.
1 first class sergeant, supply sergeant for the squadron.
1 first class sergeant, mess sergeant for the squadron.
20 sergeants, chief mechanics.
20 corporals.
80 privates, first class, mechanics and helpers.
40 privates, helpers.
3 buglers, (pay of first class privates).
3 cooks.
3 chauffers.

Copy

This organizational personnel is to carry on the work of the squadron and also the school.

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AMERICAN LEGATION
OFFICE OF THE MILITARY ATTACHÉ
HABANA

(b) COMMERCIAL AVIATION STATUS.

There has been incorporated a body known as the "Cuban-American Aircraft Corporation". It has a president, vice-president, secretary, treasurer and several directors. This company has sent an agent to New York to negotiate for the purchase of two small sea planes and to arrange a sales agency for aircraft in Cuba.

This company contemplates the purchase of at least three multiple-motored, ten or twelve passenger, planes to be delivered and in operation by December 1, 1919, in passenger service between Key West and Habana.

In general the company proposes to engage in a general aerial business in Cuba; said business being outlined as follows:

(1) A passenger, mail and express service between Habana and Key West. Later branches may be run to Santiago de Cuba or other West Indians ports.

(2) A sales agency, for selling planes and accessories commercially in Cuba.

(3) Aerial advertising and exhibition business.

(4) Land and water flying schools to be operated in the vicinity of Havana.

(5) The establishment and maintenance of a service branch for the upkeep of company owned and company-sold aircraft.

Copy

I was present at a recent conversation between Señor Barquin, president of the Cuban-American Aircraft Corporation, and President Menocal, of Cuba, in the course of which conversation President Menocal stated, roughly, as follows:- "I am in favor of helping in every legitimate way the project you have set before me. It is excellent propaganda for Cuba. I will not express myself from the commerical standpoint, as I am unaware that side of the matter. If you will present to me a statement of the points which you desire covered by governmental action I will make it the subject of a special message to Congress, urging its passage. I think I can assure you that there will be no opposition in the Senate, but you will have to attend to the lower House."

President Menocal further expressed himself favorably on the following points:

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OFFICE OF THE MILITARY ATTACHÉ
HABANA

(a) The remission of all imports and duties for the period of five years; applicable to aircraft, spares and repairs.

(b) The free use of government hangars whenever such use would not interfere with government use.

(c) The free use of government flying fields, both land and water, under such rules and regulations as might be set down by the Secretary of War and Navy.

(d) The granting of a mail contract, provided same meets with the approval of the Postmaster General of the United States of America.

(e) The granting of a Governmental bonus to assist the new company. (Note. No specific amount was mentioned. The usual Custom in Cuba is dollar for dollar of preferred stock. The Cuban-American Aircraft Corporation has asked for $100,000.00 on and issue of $200,000.00 of preferred stock.)

The men who have so far put up funds for the organization of the Cuban American Company are a Mr. B. Barquin, who is a ship builder and owner (Cuban by birth) and a Mr. Juan Guso, a Spaniard by birth, who is a commission merchant of Habana.

Neither of these men is now nor has been in Cuban politics. Both are substantial business men. Barquin is rated at about $150,000.00 and Guso at about $250,000.00.

This corporation has asked me to sit on its Board of Directors and I have forwarded to your office their written offer, with a request that the War Department inform me whether or not my connection with such a company is acceptable to that Department.

In connection with this report reference is respectfully suggested to my No. 981 dated May 15, 1919, with enclosure, and to No 1013 dated July 13, 1919.

Paul W. Beck,
Colonel, U. S. A.
Military Attache.

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By AMF NARS, Date 05/04/89

OFFICE CHIEF OF S
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AMERICAN LEGATION
OFFICE OF THE MILITARY ATTACHÉ
HABANA

December 11, 1919. 2079-4

WAR DEPARTMENT

No.- 1079.

NOTED M.I.B.

From: The Military Attaché, Habana.

To: The Director of the Military Intelligence Division.

Subject: Information Desired on Aviation.

REC'D, M. I.-B., C. C. DEC 15 1919
NOTED
M. I.

1. In connection with your letter 2083-54 C.L.No.70, of October 4,1919, I have the honor to inform you that this office is endeavoring to obtain accurate and complete data from the Cuban Government in the premises, and I hope to have it compiled prior to the end of the calendar year.

2. With regard to commercial activities along the same line, the situation has been and is so complicated as to render any report at the present time of but little value. I am of opinion,however,that by the time we obtain the data from the Cuban Government,the commercial atmosphere will have cleared sufficiently to warrant a reasonably full report being sent in.

Paul W. Beck

PAUL W. BECK,
Colonel, U. S. A.,
Military Attaché.

Noted T. C. C., M. I.-5

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By AMF NARS, Date 05/04/89

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MIL. INTEL. DIV.
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WAR DEPARTMENT

AMERICAN LEGATION
OFFICE OF THE MILITARY ATTACHE
HABANA

September 28, 1920.

No.- 1229.

From: The Military Attaché, Havana, Cuba.

To: The Director of Military Intelligence, G.S.

Subject: Monograph on Aviation.

1. Reference Circular Letter No. 118, dated April 27, 1920:

2. Enclosed herewith there is returned the Aviation Monograph on Cuba, one copy being retained by this office.

3. Military aviation in Cuba is going backward instead of forward. Commercial aviation is making some progress and will be the subject of an Economic report in the near future.

J. M. Hobson

J. M. HOBSON,
Major, Infantry,
Military Attaché.

REC'D M.I.D., G.S. OCT 13 1920

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By AMF NARS, Date 05/04/89

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OCT 23.
WAR DEPARTMENT

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2079-6

AMERICAN LEGATION
OFFICE OF THE MILITARY ATTACHÉ
HABANA

October 8, 1920.

No.- 1243.

From: The Military Attaché, Havana.Cuba.

To: The Director of Military Intelligence, G.S.

Subject: Aerial Mail Service for Cuba.

1. The attached clipping from the HAVANA POST shows aviation activities to be taken up in connection with the mail service. The Post Office Department here, it is understood, has signed a contract with the Aeromarine West Indies Airways, Inc. for the service mentioned in this article.

2. Shortly after this service is inaugurated and an opportunity is had to ascertain its operations and promise of success, a report will be made concerning same.

J. M. Hobson

J. M. HOBSON,
Major, Infantry,
Military Attaché.

REC'D-M.I.D., G.S. OCT 20 1920

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NND 740058
By AMF NARS, Date 05/04/89

Havana Post
Oct 8th

GETS READY FOR HAVANA AIR MAIL

Superintendent of Company Reaches Key West to Open Service on Oct. 16

KEY WEST, Oct. 7.—A. W. McKaig, general superintendent of the Aeromarine West Indies Airways, Inc., has arrived in this city and is making preparations to put the Havana Key West mail service in operation upon the date designated in the contract, October 15.

One round trip daily will be made between Key West and Havana until the tourist season begins, after which time a double daily schedule will be maintained.

The schedule now contemplated has the flying boat leaving Key West upon the arrival of the 10:50 F. E. C. passenger train each morning, returning from Havana in time for the evening train leaving for the north.

Six large and modern flying boats will be employed in this service. Each will have capacity for twelve passengers, 1,000 pounds of mail and 400 pounds of luggage.

The first three of the unit of six flying boats are expected to arrive here on the 12th. They will fly from New York to Key West and will be manned by the crews that will operate them in the passenger and mail service here. They are practically all ex-service men who gained their experience in the flying corps of the United States navy.

A few preliminary flights will be made to Havana between the time of the arrival of the boats and the starting of the schedule.

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OFFICE CHIEF OF STAFF
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1920 2079-6 OCT 23
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By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

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1920 2079-7 OCT 23

October 5, 1920. WAR DEPARTMENT

No.- 1236

From: Ua.

To: The Director of Military Intelligence, G.S.

Subject: Economic Factor - Aviation Data.

1. The enclosed aviation data is furnished for the Economic Factor of the Monograph.

REC'D M.I.D., G.S. OCT 20 1920

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NND 740058
By AMF NARS, Date 05/04/89

ADD

CUBA

(74). ECONOMIC

(B) COMMERCIAL AVIATION STATUS.

This Cuban-American Aircraft Corporation has not been a success and now appears to be a thing of the past. The few small planes that were purchased have been wrecked and the wreckage is now stored in one of the Military Hangars at Camp Columbia.

-M. A. Cuba.-
10/4/20

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

ADD.

CUBA

(74) Aeroplane.

ECONOMIC.

The contemplated aerial freight service between Havana and Key West has been abandoned.

M. A. Cuba,
10/4/20.

The "Compañia Aero-Cubano" has an aviation ground at Camp Columbia about 8 miles southwest of Havana. This Company has a large, newly-constructed brick hangar capable of holding 12 small airplanes, and has the following airplanes:

2 Giant 14-passenger (Goliaths) Airplanes, Samson type; each of these Goliath machines has 2 engines of 280 H.P. each.

1, 3-passenger Airplane, Farman type, 60 H.P.

2, 2Opassenger Airplanes, Farman type, 40 H.P.

The personnel consists of 4 mechanics and 2 pilots, all of French nationality who have seen long service in France. All the materiel is French. The 14-passenger Goliath machines will be used in a passenger service which is to be established between Havana, Cienfuegos, Santa Clara and Santiago de Cuba. One of these Goliaths made a successful flight on July 15th, carrying 9 passengers, but propeller trouble has prevented further flights. New propellers are now en route and the passenger line should start its service in the near future. The small airplanes are used to teach civilian pupils who are learning aviation.

M. A. Cuba.
10/4/20.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

(76) Landings.

Landing Grounds as follows:

One field is located at Camp Columbia about 8 miles southwest of Havana.
2 Hangars - each hangar can hold about 6 small airplanes.
Unmarked landing grounds at following places:
Bahia Honda - Pinar del Rio Province - about 2 kilometers east of town.
Cardenas - Matanzas Province - short distance east of city.
Cienfuegos - Province of Santa Clara - about 3 kilometers west of town.
Santa Clara - Province of Santa Clara - short distance west of town.
Camagüey - Province of Camagüey - on Marine Drill Ground 1 mile east of city.
Santa Cruz del Sur - Province of Camagüey - ground back of town used by naval aviators in 1920.
Santiago de Cuba - Province of Oriente - located near railroad track; has to be kept cleared of people; used by Navy in 1920.
Guantanamo Bay - Province of Oriente - Ground at Condé Bluff Flats, used by naval aviators in 1920. Satisfactory in dry weather; unsafe after rains .

-M.A.Cuba-
-10/4/20-

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
NOV 17 1920
WAR DEPARTMENT

No. 1289.

Number of copies: 3

Copy No.: 1

2079-8

Cuba.

Economic.

(25) Air

(74) Aeroplane.

REC'D M.I.D., G.S. NOV 17 1920

The Aero Marine West Indies Airways Co. has established a mail and passenger service between Key West and Havana. The service started on November 1,1920 and has functioned very well so far. Only one day has been missed on the mail contract.

This Company has two (2) hydroplanes in operation and four (4) under construction.

Type of Planes: Navy ~~F5 L~~ - which in reconstructed form is called the Aeromarine 75.
Each plane has two 400 horse-power Liberty motors.
Passenger capacity, 10 persons.
Mail capacity, 500 lbs.
In addition to the passenger and mail capacity, each plane can also carry about 350 lbs. of light passenger baggage.

Operating personnel: 3 Aviators now on duty and 3 more engaged. 7 Mechanics.

This Company also contemplates establishing a line from Miami to Havana, and another line over the route Palm Beach - Miami - Havana.

This Company is capitalized at $750,000 and is reported to have good financial backing. The President of the Company is Mr. Albert Tilt, a wealthy soap manufacturer; the Secretary and Treasurer, Mr. Earle Osborn.

Repair shops will be located in Key West.
The Havana office is located at No. 7 Obispo St.

The success of this enterprise depends largely on its ability to obtain in the near future the 4 new Hydroplanes now being constructed. The 2 Hydroplanes now in use are not sufficient to keep the line operating.

The Management states that there will be no trouble whatever in booking a complete complement of passengers; and it is thought that this can be easily accomplished provided a regular and effective service is maintained.

It now appears that the inauguration of the enterprise was somewhat premature and hasty, in view of the fact that no repair shops had been established and only two planes were ready for operation when the service started on November 1st.

-M.A.-Cuba-
-Nov.12,1920-

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

1 Encl.

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
MAR 7 1921
WAR DEPARTMENT

3/2079-9

SUBJECT REVISION OF AVIATION MONOGRAPH - Monograph Report

From CUBA - Combat.

No. 1367 *Date* February 22, 1921. *19*

Replying to No. *Date* *19*

REC'D M.I.D., G.S. MAR 3 1921

Attached hereto is an up-to-date revision of the Aviation Monograph pertaining to Parts (II Naval Power of the (III Geographic Location Strategic Index, Combat Factor.

We have delayed forwarding this data in view of the fact that we wished to observe and come to a conclusion as to the success of the two aviation Companies which have endeavored to establish passenger routes, namely-- The Aeromarine West Indies Airways Co., and The Compañia Aero Cubano.

Binding Margin

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

3-1

1921 2079-10

MAY 12

WAR DEPARTMENT

NOTED M.I.D.

SUBJECT AVIATION - Monograph Report

From CUBA - Combat

No. 1,424 Date May 3, 1921., 19

Replying to No. Date, 19

REC'D M.I.D., G.S. MAY 10 1921

(33) Defense
(98) Frontier

In addition to those mentioned in previous reports, the following unmarked aviation landing grounds are reported:

Sancti Spiritus - Santa Clara Province - about one mile northeast of town - 1/2 mile wide by 1/4 mile.

Ciego de Avila - Camagüey Province - about 400 yards south of railroad station - 200 yds. by 400 yds.

Holguin - Oriente Province - one mile northwest of town - 300 by 300 yds; rifle range.

Binding Margin

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NND 740058
By AMF NARS, Date 05/04/89

NNI-91

INTELLIGENCE REPORT

1921 2079--10 JUN 22 AM
WAR DEPARTMENT

Forward four copies for Office of Naval Intelligence, for Monograph, Port Directory, Bulletin, General Circulation, etc.

SERIAL NO. _____ FILE No. (from index sheet) 803 - 200

(The serial number is made up of two series, the first is the ship's serial number and is accumulative while ship is in commission; the second part of number is the present C. O.'s series: Thus 328-14 means the 328th report from the U. S. S. _____, and the 14th submitted by the present C. O.)

U. S. S. Niagara Place Key West Florida Date June 13, 1921
Name of Intelligence Officer Lt-Comdr W.K.Harrill Name of C. O. Comdr R.R.Adams
Source Military Reliability of source (mark on scale 4.0) _____
Subject Cuba Aviation Landing.
(Nation.) (City.) (Index title.) (Subtitle.)

Office of Naval Intelligence
Navy Department,
WASHINGTON, D. C.

NOTED M. I. 2
JUN 22 1921

Landings:

Landing grounds in Cuba.

One field is located at Camp Columbia about 8 miles southwest of Havana, 2 hangars, each hangars can hold about 6 small planes, operated by private company. Compania Aerio De Cuba.

Unmarked landing grounds following places:

Bahia Honda - Pinar del Rio Province, about 2 Kilmeters east of town.
Cardenas - Matanzas Province, short distance east of city.
Cienfuegos - Province, of Santa Clara-about 3 kilometers west of town.
Santa Clara-Province, of Santa Clara short distance west of town.
Camaguey, Province of Camaguey on marine drill ground 1 mile east of city.
Santa Cruz, Province of Camaguey, grounds back of town used by Naval avaitors in 1920.
Santiago De Cuba, Province de Oriente located near railroad track, has to be kept clear of people, used by Navy in 1920.
Guantanamo Province of Oriente, ground north of Conde Bluff north near range light of entrance to Bay used by Navy Aviators.
Santi Spiritas Santa Clara Province size of field 1/2 mile X 1/4 mile N. E. of town about 1 mile pasture.
Ciego de Avila Camaguey Prince, size of field 200 X 400 yards about 400 yards south of railroad Station.
Holguin, Oriente Province ½ mile N.W. of town size of field 300 yds X 300 yds Rifle range.

Duplicate of info. in file 2079-7 from M/A Cuba, 10/4/20, & in report #1424, May 3/21, in file 2079-10.

ARD

RECEIVED
21 JUN 20
RECORD SECTION
10 17

Submitted _____ Forwarded _____
Intelligence Officer. *Commanding Officer.*

FOR O. N. I. USE. COPY SENT TO—	Opnav.	State	Commerce	M. I. D.	Gen. Board	War College	Bunav.	Bur. Ord.	C. & R.	Eng.	Y. & D.	S. & A.	M. & S.	H. O.		

If a second page is needed for a report, use ordinary ship's stock thin paper, this size.
Make all sketches, etc., uniform in size with this form where practical. Submit extra copies of clipping, carbons of sketches, etc., where practical.

4—5233

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NND 740058
By AMF NARS, Date 05/04/89

4-1 1925 2079-10
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5400-c

G-2 Report

CUBA (Aviation)

Subject: Airplane landing fields in Cuba.

RECEIVED G/2 W.D. MAY 13 1927

1. Referring to Note 1 of your evaluation report of April 14, 1927, and your Note of April 30, 1927, I may state that the only air station maintained by the Cuban Army is that at Camp Columbia, which field is operated chiefly as a training station for the Cuban aviation officers and enlisted men. In addition to Camp Columbia, the Cuban Army has available in the event of need private fields at Camaguey, Santa Clara and Pinar del Rio, concerning which all available data was furnished by this Embassy in its report No. 1950 of April 8, 1927 to which you refer. Said data was obtained through this office for the use of the Department of Commerce.

2. In addition to the above mentioned fields, there are various landing grounds and protected harbors which could be utilized by army or navy planes in the event of necessity. These grounds were listed and briefly described in report of this office of October 4, 1920, as follows:

2075-7 ?

"One field is located at Camp Columbia about 8 miles southwest of Havana. 2 Hangars - each hangar can hold about 6 small airplanes.
"Unmarked landing grounds at following places:

Bahia Honda - Pinar del Rio Province - about 2 kilometers east of town.
Cardenas - Matanzas Province - short distance east of city.
Cienfuegos - Province of Santa Clara - about 3 kilometers west of town.
Santa Clara - Province of Santa Clara - short distance west of town.
Camaguey - Province of Camaguey - on Marine Drill Ground one mile east of city.
Santa Cruz del Sur - Province of Camaguey - ground back of town used by naval aviators in 1920.
Santiago de Cuba - Province of Oriente - located near railroad track; has to be kept cleared of people; used by Navy in 1920.
Guantanamo Bay - Province of Oriente - Ground at Conde Bluff Flats used by naval aviators in 1920. Satisfactory in dry weather; unsafe after rains."

According to best information obtainable, the points indicated are still available but are unmarked and are not maintained as landing fields proper, but available for emergency purposes.

Henry C. Clark
HENRY C. CLARK,
Captain, General Staff,
Military Attaché.

From: M/A, Havana. Report No. 2931. Date: May 9, 1927.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

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G-2 Report

CUBA (Aviation)

SUBJECT: Airplane landing fi elds in Cuba.

RECEIVED G-2 W. D. DEC 8 1928

1. According to information received from the Cuban Army Air Service, the following list shows the landing fields at present available in Cuba:

HABANA : Camp Columbia, 5 miles west of the city.
1200 yds x 800 yds. Equipped with several hangars, aviation school building, shops. Facilities for gas, oil and spare storage, as well as repairs. Reached from the city by bus, autos, trolley cars, etc.
This field also used by the planes of the Pan American Airways.

MATANZAS : 12 kil. from the city along the Limonar Road. One half mile long x one quarter mile wide. Facilities for oil, fuel, etc. Telegraph and long distance telephone communication.

SANTA CLARA : Located half mile west of City. Possesses hangar, suitable illumination for night landing and small shop for necessary repairs. Telegraph and telephone, military barracks. Ample facilities for fuel oil, etc. and means of communication.

CAMAGUEY : 6 miles north of City, bordering Nuevitas Road. Approximate area 800 yds x 400 yds, with facilities for fuel oil and means of communication.

CIENFUEGOS : Located northeast from the heart of the city, bordering the Cienfuegos-Caonao road. Approximate area 500 meters x 300. Facilities for gas, oil and water. Telegraph and telephone and means of communication.

SANTIAGO DE CUBA : One half mile southeast of City. 1000 ft. x 270 ft. Facilities for oil, gas, water, small repairs, etc. Telegraph and telephone and good means of communication.

PINAR DEL RIO : 12 miles south of the city and along the Pinar del Rio-Coloma Beach Road. 800 yds x 500 yds. Facilities for securing oil, gas, water and making small repairs. Good roads and telephone connection.

NUEVA GERONA : One mile east of city and close to Model Prison. 600 yds x 200 yds. Facilities for small repairs and for securing fuel, oil and water, with telephone on premises and good means of communication.

2. These fields are in the process ofbeing developed at the present time and will, no doubt, be extended and put into better shape as the air development of the Island progresses.

James C.R. Schwenck

JAMES C.R.SCHWENCK
MAJOR GS MA.

M/A Report No3040 3 December, 1928.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
DEC 18
5400-b
2079-10
5
WAR DEPARTMENT

G-2 Report

4-1

1929

CUBA (Economic)

Subject: Flying Fields.

RECEIVED G/2 W. D. DEC 17 1929

1. By Presidential Decree No. 1863, the President of the Republic authorized the Secretary of Public Works to purchase for a flying field for military purposes a ranch called "Los Arroyos" in the Province of Pinar del Rio for the sum of $9,705.83.

2. The money for the payment of this field is to be made available from the Special Public Works Fund between the years 1931-1935. This method of obligating the Special Public Works Fund during the years 1931-1935 has become a very popular and customary procedure on the part of the present administration. How much of this fund during the above named years has been obligated in this way is not known, but it is known to be very great.

J. J. O'HARE,
Major, General Staff,
Military Attache.

Source: Official Gazette.

From: M.A., Havana. Report No. 8184. Date: Dec. 13, 1929.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

5

AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE.
HAVANA, CUBA.

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
JAN 8 1930
2079-10
6 f/w
WAR DEPARTMENT

7

MEMORANDUM re: Report No. 3201

But one copy of the blue prints enclosed has been made available at this office. It is requested that these blue prints be duplicated, either by photostatic or other means and this office furnished with eight copies of each print.

J. J. O'HARE.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

35 encl.

G-2 Report 298 4-1 8 2079-10

JAN 5400-c 1930

WAR DEPARTMENT

CUBA (Economic)

Subject: Landing Fields.

RECEIVED G/2 W. D. JAN 8 1930

1. The Cuban Army has been making a survey of landing fields in Cuba and has just completed this survey for the two provinces of Havana and Oriente. As a result of this survey, landing fields have been located as follows:

Province of Havana

San Antonio de los Baños	Nueva Paz
Barâcoa	San Felipe
Madruga	Guara
Cuatro Caminos	Managua
Alquizar	El Gabriel
Finca San José	Finca Bella Union
Güira de Melena	Rio Seco
Güines	San Nicolas
La Catalina	Caraballo
Melena del Sur	Bainoa
San José de las Lajas	Las Vegas
Santiago de Cuba	Jaruco

Province of Oriente

Manzanillo	Niquero
Bayamo	Finca La Posta
Guantanamo	Sabana
San Luis	Media Luna
Preston	Victoria de las Tunas
Manati	

2. Blue prints covering the location and pertinent data on the above listed fields are enclosed herewith.

J. J. O'HARE,
Major, General Staff,
Military Attaché.

From: M.A., Havana. Report No. 3201. Date: Jan. 3, 1930.

Encls. retained in L. of C. Dec. 11/31/30
Photostats will be sent to M/A, per attached note.
C.P.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

MILITARY INTEL DIV
JUL 17 1930
WAR DEPARTMENT

1 enclosure

2079-10

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5400-c

27

G-2 Report

CUBA (Economic)

Subject: Landing Fields.

RECEIVED G/2 W. D. JUL 16 1930

1. The Cuban War Department, following a study made by the Army Air Corps, has approved a list of some nineteen or twenty landing fields. These fields are designated "official" fields and considered satisfactory for general use by the Air Corps. Special authority must be obtained by military pilots for landings at other places. In most instances the "official" fields are marked by the conventional 100 ft. circle or by runways. Fuel and communication facilities are generally available at the field or in the vicinity. The government has completed the necessary study toward enlarging and improving such of these fields as are located near the various provincial capitals and an appropriation of $15,000 each, or a total of $75,000, has been repeatedly requested, but has not yet been forthcoming. The following is the list of "official" fields:

a. SAN JULIAN (Mendoza), Province of Pinar del Rio.
"Isabel Rubio Field," southwest of town; 2200 x 2200; all-way field, gravel, good surface. Small operations office. Western intermediate field for PAA. Gas, oil and communication facilities. PAA Meterological Office and radio in Mendoza.

b. PINAR DEL RIO, Province of Pinar del Rio.
Field 12 miles south of city of Pinar del Rio on Coloma road. No marking; flooded in rainy season; contains palms and cane; 2400 x 1500 ft. Gas, oil, phone and facilities for making minor repairs available in city. Reached by good road.

c. NUEVA GERONA, Isle of Pines.
One mile east of city, close to model prison; 1800 x 600 ft.; good surface. Gas, oil and communication facilities at the prison.

d. HAVANA, Province of Havana.
"General Machado Airport," 8 miles southwest of capital; 3000 x 24000; four prepared runways. Official International Airport. Owned and operated by Curtiss.Airport terminal building with all facilities. Hangar 150 x 120 ft. Gas, oil, telegraph, telephone. Reached from city by bus, auto and railway.

e. HAVANA, Province of Havana.
"Camp Columbia," five miles west of capital; 2500 x 2400 ft.; all-way-field; rough. Headquarters Cuban Air Corps. Government hangars, administration building and shops, etc. Pan-American Airways station with all facilities. PAA hangar 120 x 100. Servicio Cubana hangar 120 x 100. Gas, oil, telegraph, telephone. Reached from city by bus, auto or trolley.

f. GUINES, Province of Havana.
One and a half miles west of town. "L" field; 3000 ft. each arm; turf; not marked. Gas, oil; phone in town. (Sketch previously submitted).

g. SANTA CLARA, Province of Santa Clara.
One-half mile west of city; 1800 x 1500; clay surface. (Restricted on north by high-tension line). Government hangar 50' x 50'. Gas, oil, phone obtainable from nearby Army Post.

h. CARAHATAS, Province of Santa Clara.
Close to shore line at edge of town. 1800' circular field, grass, marked. (Used as emergency field by PAA). Gas, oil, phone obtainable in town.

3341

From: M.A., Havana. Report No. 1. Date: July 7, 1930.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

i. CENTRAL CONSTANCIA, Province of Santa Clara.
Five miles southeast of Central on branch of Constancia R.R. to Galindo. 1500 x 1500, good turf surface, marked. Gas, oil and communication facilities at the Central.

j. CAMAGUEY, Province of Camaguey.
"Ignacio Agramonte Field," eight miles north of city on railway and road to Nuevitas. 3000 x 3000, all-way field, hard turf, marked, wind-cone, etc. Government Field; PAA intermediate station; PAA station house. Gas, oil, phone, telegraph and radio facilities. Reached by road.

k. MORON, Province of Camaguey.
Two miles southwest of town in corner formed by bend of railway to Ciego de Avila. 1900 x 1100; hard surface, turf, marked. Gas, oil, telegraph and phone in town. Facilities for performing minor repairs at railway shops in town. Reached by road.

l. CENTRAL MORON, Province of Camaguey.
Ten miles south of Moron City; 3/4 mile south of Central; 2000 x 2000, prepared crossed runways, hard surface, marked, wind-cone. Gas, oil, communication facilities at the Central.

m. CENTRAL CUNAGUA, Province of Camaguey.
One-fourth mile southeast of Central. 1800 x 1800 prepared runways; turf, marked, wind-cone. Gas, oil and communication facilities at the Central.

n. CENTRAL JARONU, Province of Camaguey.
One-third mile southeast of Central. 1800 x 1800 prepared runways, turf, marked, wind-cone. (Soft after heavy rain). Gas, oil and communication facilities at the Central.

o. BAYAMO, Province of Oriente.
General Milanes Field," on northeast edge of town bordering Central Highway. 2000 x 2000 ft., all-way field, hard surface, marked. Passenger station and nose hangars for Fokker 1000 gal. gas storage, oil, phone, radio. Field is leased property of PAA and is designated "Private Commercial Airport" by War Department; is now eastern terminal of PAA in Cuba. (Sketch previously submitted).

p. SANTIAGO, Province of Oriente.
Jesus Maria Field," on western edge of city and harbor between Bacardi factory and cemetery. 2000 x 840; one-way field, gravel runway; small utility building and nose-hangar for Fokker. 1000 gal. gas storage, oil, phone and radio. Field is on land leased by PAA. (Sketch previously submitted).

q. PALMA SORIANO, Province of Oriente.
"Estrada Palma Field," 2 miles northwest of town, near Central Palma. 2000 x 300, one-way field, marked; small utility building and nose hangar for Fokker. A small supply of gas is stored. Communication facilities at the Central. Field is controlled by PAA; designated "Private Commercial Airport" by War Department.

r. GUANTANAMO, Province of Oriente.
"Hicacle Beach," on edge of bay opposite Post. 2500 x 500; two-way, firm sand. Small barracks and storehouses; gas, oil, phone and radio available at beach or at Post Headquarters. Used as temporary base by U.S. Naval Aviation.

s. CENTRAL MANATI, Province of Oriente.
One-half mile east of Central. 1700 x 1750, prepared runways, marked, wind-cone; gas, oil and communication facilities at the Central. (Sketch previously submitted).

From: M.A., Havana. Report No. 1. Date: July 7, 1930.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

2. In addition to the foregoing "official" fields, a number of fields have been reported as suitable, after minor improvements, for "emergency" use. The Chief of Staff of the Army has expressed the intention of ordering the Commandants of the various military districts to approach the owners of the fields in question to determine whether they can be used gratuitously, leased or bought by the government, and on what terms, etc. In the event that permission is granted for the free use of any of these fields, the necessary clearing will be accomplished by the local military forces. The following fields have been reported under this head:

a. Province of Pinar del Rio.

(1) GUANAJAY. Field three miles south of town, 2100 x 1800 ft.
(2) SAN CRISTOBAL. Field planted in pineapples, 3 miles southeast of town, one-half mile south of railroad to Pinar del Rio, 1500 x 600 ft.
(3) CANDALARIA. Field one mile from town on southern shore of Bayate River, 1000 x 1400 ft.
(4) SABALO. Field on southeastern side of railroad station, 1200 x 1500 ft.
(5) LA FE. Field two miles north of town alongside road to Remates; 2000 x 2000 ft. "with necessary clearing will be usable in dry season for emergency."
(6) MARIEL. Field four miles east of town on shore between Guajaibor and Mosquitos Rivers; 1500 x 400 ft.

b. Province of Havana.

Data on fields at the following places in Havana Province, together with a sketch of same, has already been furnished to G-2. The majority of these fields are of little value, for while they may be available one season, they may be under cultivation the next and few are located near centers of importance.

ALQUIZAR
BARACOA
BAINOA
CARABALLO
CUATRO CAMINOS
EL GABRIEL
FINCA "BELLA UNION"
FINCA "SAN JOSE"
GUARA
GUIA DE MELENA
JARUCO
LA CATALINA
LAS VEGAS
MADRUGA
MANAGUA
MELENA DEL SUR
NUEVA PAZ
RIO SECO
SAN ANTONIO DE LOS BANOS
SAN NICOLAS
SAN JOSE DE LAS LAJAS
SAN FELIPE

c. Province of Matanzas.

(1) Union de Reyes, a usable field "a short distance" northeast of town. Dimensions not given.
(2) PEDRO BETANCOURT. Field on southeastern edge of town; 2000 x 1500 ft.
(3) COLON. Field one-half kilometer northeast of town; 1800 x 1200 ft.
(4) MATANZAS. North of town, along the shore of the bay is an area which can be made suitable for emergency landing. (Dimensions not given).
(5) CARDENAS. Field 5 to 6 miles S-SW of town which can be used after improvement. (Dimensions not given).

d. Province of Santa Clara.

(1) CIENFUEGOS. Field three miles northeast of town. (Dimensions not given).
(2) CRUCES. Field one mile northeast of town. (Dimensions not given).

From: M.A., Havana. Report No. 1. Date: July 7, 1930.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

(3) SANCTI-SPIRITUS. Field one-fourth mile north of town; 1500 x 600 ft. Requires clearing.

(4) TRINIDAD. Field one-half mile northeast of town; 1800 x 600 ft. Between two hills; hard surface. Requires clearing.

(5) PLACETAS. Field northeast of town; 1800 x 1500 ft.

(6) CAIBARIEN. Field twelve miles east of town; 1800 x 1500 ft. Other suitable fields in the vicinity.

(7) RANCHUELO. Field west of town; 1800 x 1200 ft.

e. Province of Camaguey.

(1) CENTRAL VERTIENTES. Field one kilometer north of Central Florida. (Dimensions not given).

(2) JUCARO. Field southwest of town; 3000 x 2100 ft. (Requires clearing).

(3) NUEVITAS. Field ten kilometers west of city; 1800 x 1500 ft. (Requires clearing).

(4) SANTA CRUZ DEL SUR. Field four kilometers from town (Direction and size not given. Is at present crossed by a telephone line).

(5) CIEGO DE AVILA. Field west of town between Central Highway and Cuba Railroad. (Distance and size not given).

(6) JATIBONICO. Several usable fields in the neighborhood of this central.

(7) ALTAGRACIA. Field west of town which can be prepared as a landing field. (Distance from town and dimensions not given).

(8) LUGARENO. Field two miles southeast of the Central bordering the Camaguey-Nuevitas Railway. (Dimensions not given).

f. Province of Oriente.

(1) VICTORIA DE LAS TUNAS. Field northeast of town one and a half miles; 2000 x 1230 ft. (Sketch previously submitted).

(2) GUANTANAMO CITY. Two fields: (a) Northeast of town, near Central Confluente; 1300 ft. square. (b) Automobile race track, 1300 x 900 ft. (Sketch previously submitted).

(3) MEDIA LUNA. Field southeast of Central Isabel; 1300 x 800. Requires clearing. (Sketch previously submitted).

(4) MANZANILLO. Field five miles southeast of town; 4000 x 5000 ft.; other fields along road between Manzanillo and Yara. (Sketch previously submitted).

(5) SABANA. Field east of town beside railroad to Alto Cedro; 2400 ft. square. (Sketch previously submitted)

(6) "LA POSTA" FARM. Field ten miles southeast of Victoria de las Tunas; 2000 x 1000 ft. (Sketch previously submitted).

(7) NIQUERO. Field one-half mile east of town. (Property of Niquero Sugar Co.). 2000 x 1250 ft. (Sketch previously submitted).

(8) HOLGUIN. Field on east edge of town; 2000 x ? ft.

(9) JOBABOS. Field one kilometer east of town; 1560 x 1000 ft. (Requires improvement for safe landing).

(10) GUAMO. Field on southern edge of town; 2000 x 1500 ft. (Requires improvement for safe landing).

(11) PUERTO PADRE. Field two kilometers southeast of town. 4000 x 1800 ft. (Requires improvement for safe landing).

(12) SAN LUIS DE ORIENTE. Field one kilometer south of town; 1000 x 600 ft. (Sketch previously submitted).

(13) YARA. Field on northeastern side of town; 1000 x 700 ft. (Emergency only. Requires improvement).

(14) CHAPARRA. Field southwest, 500 meters from factory; 1800 x 700 ft. (Rocky but usable in emergency).

(15) PRESTON. Field on east side of Central of that name. 1000 x 700 ft. (Sketch previously submitted).

From: M.A., Havana. Report No. 1. Date: July 7, 1930.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

(16) MAYARI. Field on southwest side of town. 2000 x 700 ft. (Must be cleared of trees to be usable).
(17) PILON. Field on northeast side of town. 1800 x 1200 ft. (Must be cleared of trees).
(18) ANTILLA. Field one kilometer north of town. 1800 x 1200 ft. (Must be cleared of trees).
(19) BAIRE. Field two kilometers northeast of town. 1200 ft. square. (Must be cleared of trees).

3. Before the Servicio Cubana de Aviacion ceased operations in March 1930, the pilots of this company had made numerous barnstorming and charter trips to points within the island, on which they located numerous fields practicable for their Fairchild six-passenger cabin plane. As these planes are reputed to have the highest landing speed of any cabin plane, it is apparent that they are practicable for the usual commercial types. The following fields were reported by the Servicio Cubana:

a. GUANAJAY, Province of Havana.
One-half mile south of town. Description not available.
b. CENTRAL MARTI, Province of Matanzas.
Description not available.
c. CENTRAL ESPAÑA, Province of Matanzas.
"An excellent field." Dimensions not available.
d. CENTRAL FLORIDA, Province of Camaguey.
Description not available.
e. CENTRAL VERTIENTES, Province of Camaguey.
Description not available.
f. CENTRAL SENADO, Province of Camaguey.
Description not available.
g. CENTRAL ELIA, Province of Camaguey.
Description not available.
h. CENTRAL LA PUNTA, Province of Oriente.
Description not available.

4. It will be noted that many of the fields included in the foregoing lists are located at Sugar Centrals. Most of the latter form sizable communities remotely located and possessing many acres of land, some of which, under present conditions in the sugar industry, can readily be spared for use as landing fields. Stimulated by offers of cooperation and propaganda issued by local aircraft operators, the sugar Centrals are showing increasing interest in the possibilities for rapid communication afforded by aviation. This interest is directly evidenced by the increasing number of landing fields voluntarily established by the sugar companies. If each of the larger mills will comply with this tendency, the island will soon possess an excellent network of emergency and intermediate fields which should be of great value in stimulating domestic aviation activity.

P. Melville
P. MELVILLE,
1st Lieut., Air Corps,
Asst. Military Attache for Air.

1st Ind.

1. Approved.

J. J. O'Hare
J. J. O'HARE,
Major, G.S., Military Attache.

From: M.A., Havana. Report No. 1. Date: July 7, 1930.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
OCT 2 1931
2079+10
8
WAR DEPARTMENT
7

October 1, 1931.

The Military Attache,
Havana, Cuba.

Dear Sir:

In January 1930, or possibly in the latter part of 1929 we received in the Geographic Branch 35 sheets covering the Plans of the various Landing fields in Cuba, compiled by Rogelio Morlote, 2nd Lieutenant, Aviation, Cuban Army. These maps were sent in by you and I will appreciate it if you will look into the situation and if any more of these maps have been compiled, please send copies at your earliest convenience.

It will be appreciated if you will watch this situation and keep our collection up to date with the publications as fast as they are issued.

Yours very truly,

H. T. BULL,
Lieutenant Colonel, General Staff,
Chief, Geographic Branch.

fak

MAILED G/2 W. D. OCT 2 - 1931

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

G-2 Report

33 ~~5400-c~~

5-1 2079-10

9

CUBA (Economic)

WAR DEPARTMENT
RECEIVED G/2 W. D. DEC 3 1931

Subject: Landing Fields.

1. The Cuban Army in cooperation with the Pan-American Airways has completed a survey of the landing fields in Cuba. As a result of this survey, very concise information is now available on thirty-two landing fields in the Republic. These landing fields are located, by provinces, as follows:

PINAR DEL RIO PROVINCE

Isabel Rubio.
Lafe
Santa Lucia
Mariel

HABANA PROVINCE.

Camp Columbia
General Machado
Habana

MATANZAS PROVINCE

Matanzas

SANTA CLARA PROVINCE

Carahatas
Aerodromo Maceo
Santa Clara
Cienfuegos

CAMAGUEY PROVINCE

Agramonte
Cunagua
General Ignacio Agramonte
Moron
Jaromu
Canada
Pina
Senado

ORIENTE PROVINCE

Estrada Palma
Mayor Gen. Calixto Garcia
General Milanes
Pilon
Almeida
Jesus Maria
Aeropuerto Milligan
Guantanamo
General Julio Grave De Peralta
Santiago
Caimanera

From M. A., Havana No.3631 Dated: November 25, 1931.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

ISLE OF PINES

Presidio Modelo.

2. Information covering all the pertinent data pertaining to these landing fields is shown on the blue prints which are enclosed. There is also enclosed a general map of Cuba, showing the location of the fields. The numbers in red ink on this general map correspond to the numbers of the blue prints.

3. The information contained in the blue prints enclosed should take the place of that information furnished in report No. 3201, index as above, dated January 3, 1930.

2279-10/6

J. J. O'HARE,
Major, General Staff,
Military Attache.

Source: Personal Contacts.

From M. A., Havana No. 3631 Dated: November 25, 1931

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

3 - 2

2079 - 11

M. I. 2

SUBJECT ECONOMIC - MONOGRAPH REPORT

From CUBA - ECONOMIC

No. 1553 Date September 8, 1921, 19

Replying to No. Date, 19

RECD. M. I. D., G. S. SEP 16 1921

(25) Air
(74) Aeroplanes

The Aero-Marine West Indies Airways Co. has suspended it's service between Key West and Havana.

This temporary suspension of service was due to the fact that the daily number of passengers carried became so small that it was found unprofitable to continue operating the line.

The office of the Company at no.7 Obispo street, Havana, has been closed, but the Company announced it's intention of resuming operations next winter during the tourist season.

(27) Radio
(60) Radios

The wireless station formerly maintained at Manati by a detachment of the U.S. Marine Corps, has been removed. There is no wireless station at that place now.

Binding Margin

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

COPY

UNITED STATES SENATE,
Committee on Finance.

2079-12

December 6, 1922.

Honorable John W. Weeks,
The Secretary of War,
Washington, D. C.

My dear Mr. Secretary:

I am informed that a German concern has shipped several all metal airplanes to Havana, Cuba and that they are destined for use in an air line between Havana and Key West and various points around Cuba.

Two or three years ago the Air Mail Service of the Post Office Department purchased seven all metal Jonker planes from Germany. The official record of these planes in the Post Office Department reads as follows:

Four planes caught on fire and exploded in the air.
Two planes crashed to the ground after having caught on fire.
One plane totally damaged in a forced landing.

There were several pilots and mechanics killed in the above accidents and several bags of mail destroyed.

The experience of the Post Office Department proved that as far as the Jonker planes were concerned they were absolutely reliable, unsafe and extremely hazardous. It is to be deplored that a German concern should establish a flying base at this point, especially when it is proposed to operate a fleet of craft which our Post Office Department has proved to be unsafe for passenger carrying - thus jeopardizing the lives of Americans and destroying public confidence in aviation by inaugurating such a service.

I am writing you in the hope that you will request General Crowder to examine into the matter and, if the facts are as I have described them, discourage what would seem to be a clever move on the part of Germany to establish an alleged commercial flying base in Cuba.

Very truly yours,

/s/ J. S. FRELINGHUYSEN

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

In reply refer to
[redacted]/2079-12

G-2
ERWM

WAR DEPARTMENT,

WASHINGTON.

2079-12
2

DEC 13 1922

Major General Enoch H. Crowder,
American Legation,
Havana, Cuba.

My dear General Crowder:

I am transmitting herewith a letter from Senator Joseph S. Frelinghuysen concerning German activities in aviation affairs in Cuba. Please examine into the matter and let me know the results of your investigations.

Sincerely yours,

(Signed) John W. Weeks

JOHN W. WEEKS,
Secretary of War.

NOTED
M. B. W. Mossman

Enclosure:
Letter from Senator Frelinghuysen,
dated December 6, 1922.

bap

CHIEF OF STAFF.

RETURN TO M.I.D. SHOWING ACTION.

8904

OUT
DEC 13 1922

IN
DEC 1922

Detached from A.G.O.
DEC 18 1922

082 452.1 Cuba (12-6-22)

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

In reply refer to
C-2/2079-12

WAR DEPARTMENT,
WASHINGTON.

C-2
NRWM
2079-12
3
22

DEC 13 1922

Honorable Joseph S. Frelinghuysen,
United States Senate.

My dear Senator Frelinghuysen:

With reference to your letter of December 6, 1922, concerning the shipment by a German concern of several all metal airplanes to Havana, Cuba, which are destined for use in an air line between Havana, Key West and various points around Cuba, I am pleased to advise you that the matter has been referred to General Crowder, with the request that he examine into the matter. You will be promptly informed of the results of his investigation.

Sincerely yours,

(Signed) John W. Weeks

JOHN W. WEEKS,
Secretary of War.

Noted
Gen. B. W. McCaskey

Dispatched from A.G.O.
DEC 13 1922

bap CHIEF OF STAFF.

OUT
DEC 13 1922

OFFICE CHIEF OF STAFF
RETURN TO M.I.D. SHOWING ACTION
8904

IN
DEC 14 1922

2804452-1 Crowder
C-2-2079-12

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

OFFICE OF THE CHIEF OF STAFF
MIL. INTEL. DIV.
JAN 25

January 19, 1923. 2029-13

2-2 1

WAR DEPARTMENT

50

CONFIDENTIAL.

ORIGINAL ON PF 51394(13)Eduard C. GIBBS FILE.

Chief Air Service
A.E.F.

My dear Colonel McCabe:

With reference to my previous reports re Eduard C. Gibbs, I have to report the following:

I have been informed that Eduard C. Gibbs is now in jail in Jersey City, N.J., under charges which were preferred by a man named Murphy who was in Havana at the time Mr. Gibbs was here and who sub-let a house in Vedado (a suburb of Havana), to Gibbs. It is charged that the latter removed certain furniture and fixtures from the house, and that he broke his contract which was for a period of six months.

It is also reported that the woman who posed as being the wife of Eduard C. Gibbs was never married to him.

It is also stated that a Judge Louis Gibbs, of Bronx County, New York City, is a brother of Eduard C. Gibbs, and that when questioned concerning the latter no information could be obtained but the Judge limited himself to saying that he did not wish to know anything about the case.

The German aviators who are still in the Island of Cuba are:

Hahn, who was born in Brazil of German parents, and his wife is a Brazilian now residing in Germany; Hahn seems to be the head of the organization which is on the Island.
Walter Stahl, German; is acting as secretary.
Bittrich.
Jaestron.

All of these aviators were pals for approximately four years, during the world war.

The aviators seem to be well financed and they spend money freely. During the two years contract with this company, their salary is paid in marks and is left in Germany.

In discussing the organization of an aeroplane company with the aviators, my informant learned that they expected the necessary time to complete the organization would be one year. The intention at the present time, it is believed, is to establish a base in Havana

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

from which to carry on operations with the east coast of South America. There is at present a German company operating on the Magdelena River in Colombia, South America, and the organization in Cuba has indicated its intention to establish connection with that company, and also extendtits activities into Venezuela on the Orinoco River. It is understood that Hahn and Bittrich left for Santiago de Cuba by rail on the 17th inst. Jaestron and Stahl expected to leave by aeroplane for Santiago de Cuba today or tomorrow.

Bittrich is to remain in Cuba visiting the more important towns, with the expectation of taking orders for German products and also to spread propaganda for the proposed aeroplane company. The other three aviators are to go by aeroplane to Jamaica and other West Indian Islands, andffrom thence to Venezuela. Jaestron will remain in Venezuela. Hahn will return by steamer to New York, and thence to Germany to make his report, after which he expects to return to Cuba with his family where he will locate. Stahl will continue by plane to Buenos Aires.

The mechanics left Havana sometime during last week by steamer for New York, and took with them tools and surplus materials and equipment, from which port they will sail for Venezuela .

My informant states that he understands that Mr. Frank Steinhart attempted to purchase fifty shares in the new company, and that ex-President Menocal has also attempted to secure stock in the company. However it is stated that the Junkers people will not consider selling stock to local parties until the contemplated aeroplane route and stations connected with it have been organized. It is not believed that they have definitely decided to follow the proposed plan until further investigations have been made.

It is not known what negotiations have been attempted with the Cuban Government, but they are following indirect methods, and it is believed that an attempt will be made to secure a concession, through certain senators. The evening paper today states that no satisfactory agreement has been made.

Very truly yours,

Albert K. B. Lyman,
Major, G.S.,
Military Attaché.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

DIVISION FILE AT PLANT
MIL. INTEL. DIV.
JAN 26
928

2079-13

Confidential
WAR DEPARTMENT

2

H-2

EMPLOYMENT OF AIRCRAFT IN AMERICA BY JUNKERS COMPANY, DESSAU, GERMANY.

(SERVICE REPORT)

GERMANY. A V I A T I O N.

4026.

JANUARY 2, ;923.

RECEIVED G-2 W.D. JAN 25 1923

(5310)

1.- The Assistant Military Attache (Aviation), of this Office, was reliably and confidentially informed, on December 28, 1922, by a representative of the Junkers Company, German aircraft manufacturers, located at Dessau, Germany, regarding the following:

a:- Proposed Policy of the Junkers Company.

The Junkers Company is planning to establish a network of commercial air routes, throughout the West Indies, with Havana, Cuba, as the center of operations. This network is to be later extended across to Mexico, and then south, to tie in with the line now being successfully operated by the Junkers Company in Columbia. This network of lines is to be linked up with the United States by a commercial line from Havana to Key West. The Havana- Key West line is expected to be put into operation during January, 1923.

b:- American Personnel.

The representative of the Junkers Company, in the United States, is an American named Edward C. Gibbs, formerly, or possibly still, on duty with the Department of Health, City of New York.

c:- German Personnel and Equipment.

Further information furnished this Office by the same source is to the effect, that the Junkers Company shipped, to Havana, about 6 weeks ago:

2 all-metal type J-6-Monoplanes,
6 officials and mechanicians

Also that 2 additional Type J-6 monoplanes are now being prepared for shipment from Germany to Havana.

Original and 3 copies to G-2.
1 copy to M.A. Berlin.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

1162

MILITARY INTELLIGENCE DIVISION
In replying refer to
2079-14
G-2

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
1924 2079-14 SEP 30
WAR DEPARTMENT

September 10, 1924.

Subject: Aviation Monographic Sheets.

To: American Military Attache, Havana, Cuba.

1. There are inclosed herewith two aviation monographic sheets, in duplicate, relating to Cuban aeronautical activities, prepared by the Air Service Liaison Officer, G-2, one copy of which should retained by you and the other copy returned to this office with such pencil notations thereon as may be necessary, if any, to bring it up to date.

For the Assistant Chief of Staff, G-2:

H.W.T.Eglin,
Major, C. A. C.,
Chief, M. I. 5, G-2.

(Inclosures:
Aviation Monographic Sheets,
in dup., as indicated above).

---

fmm

1st Ind.

No. 2411
American Embassy, Office of Military Attaché, Havana, Cuba, Sept.19,1924.
To: The A. C. of S., G-2.

1. During the latter part of 1922 several air-craft reported to belong to the Junkers' Company of Germany, manned and operated by representatives of that company, were in Havana investigating the possibilities of establishing a network of commercial air routes in the West Indies and South America, as stated in the attached aviation monograph sheets. This plan was apparently abandoned during December, 1922 when the Junkers' representatives with their planes left for South America. I heard some time later that one or two of these planes were wrecked enroute and that the Junkers' plan to establish commercial air routes in these parts was entirely abandoned.

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NND 740058
By AMF NARS, Date 05/04/89

2. There are no Junkers' or other commercial air craft in Cuba at the present time.

W. H. SHUTAN,
Major, General Staff,
Military Attaché.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

JUL 6 1923

CUBA

AVIATION

Industrial Employment of Aircraft
(5310) Employment of Commercial Means of Transport

Economic

JUNKERS' PLANES FOR CUBA

Reliably reported Junkers' Company shipped to Havana, Cuba, in November, 1922:-

6 All-metal Type J-6 Monoplanes
6 Officials and mechanicians.

Also reported that 2 additional Type J-6 monoplanes are now being prepared for shipment from Germany to the United States.

(Source: M.A. Germany #4026, 2 Jan. '23, RS 2079-13)

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NND 740058
By AMF NARS, Date 05/04/89

JUL 6 1923

CUBA

Economic

(5400) Airways, Airdromes, and Seaplane Bases

JUNKERS' WEST INDIES AIR LINES

Reliably reported Junkers Company is planning to establish a network of commercial air routes throughout the West Indies, with Havana, Cuba, as the center of operations, this network to be later extended to Mexico, then to Colombia to connect with the Junkers air line now being successfully operated in that country. It is the intention to link up this network of lines with the United States by a commercial line from Havana to Key West, this latter line to be put into operation in January, 1923.

(Source: M. A. Germany, #4026, 2 Jan. '23, RS 2079-13)

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NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
OCT 14 1924
2079-15
WAR DEPARTMENT

Lt. Dallas,
G-2

G-2

October 11, 1924.

Subject: Semi-annual Aeronautical Questionnaires.

To: American Military Attache, Havana, Cuba.

1. There is inclosed herewith a supply of blank questionnaires prepared by the Air Service, which it is requested by accomplished by you and returned to this office in duplicate on the semi-annual dates indicated thereon, embodying under their respective headings the very latest data on aeronautical activities in the country to which you are accredited.

2. The first of the completed questionnaires to be submitted to this office should cover all ascertainable activities under the several headings indicated for the present calendar year up to the date of the receipt of this letter by you, and each subsequent report rendered promptly on the semi-annual dates specified thereon.

3. When the exact information called for by the questionnaire is unobtainable, it should nevertheless be filled in with the latest approximate data which it will be practicable for you to secure.

For the Assistant Chief of Staff, G-2:

N. E. Margetts,
Lieut.-Colonel, General Staff,
Chief, M. I. 5, G-2.

(Inclosures:
Aeronautical
Questionnaires).

fmm

OCT 15 1924
M. I. D.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

Lt. Dallas
G-2

2079-15
G-2

OFFICE CHIEF OF STAFF
M. INTEL. DIV.
1925 MAR 14 2 3 11

2079-15

March 11, 1925.

Subject: Semi-annual Aeronautical Questionnaires.

To: American Military Attache, Havana, Cuba.

1. Referring to letter to you from this office, dated October 11, 1924 (G-2-2079-15), inclosing a supply of questionnaire blanks prepared by the Army Air Service, and requesting that the~~y~~be completed and returned to this office in duplicate on the spmi-annual dates indicated thereon, embodying the very latest data on aeronautical activities in Cuba.

2. It is requested that hereafter, commencing with the next semi-annual issue, these completed questionnaires be rendered in triplicate instead of duplicate.

For the Assistant Chief of Staff, G-2:

N. E. Margetts,
Lieut.-Colonel, General Staff,
Chief, M. I. 5, G-2.

fmn

MAILED
MAR 13 1925
M. I. D.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

1 Copy
4-4 1925 2079-15
WAR DEPARTMENT
JUL 25 51

Semi-Annual Aeronautical Questionnaire. (5190)

The Military Attaché, Havana, Cuba.

2656 July 16, 1925.

G-2-2079-15 March 11, 1925

1. I am attaching hereto aeronautical questionnaire in triplicate containing the latest available information.

HENRY C. CLARK,
Captain, J. A. G. D.,
Asst. Military Attaché.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

Duc 1
33 1925 2079-15
3
RECEIVED JUL 22 1925 WAR DEPARTMENT

Date ..July 16, 1925..

Country ..Cuba.....

AIR STRENGTH

A. Squadrons (Average No. of planes each....).....

1. Present: Obs...6...Pur.....Bomb.....Others...4... Total..10..... .....
2. Planned by (give date).....Total.....
3. In Navy: Qbs.....Pur.....Bomb.....Others.....
4. In Reserve: Army.....Navy.....
5. Remarks: No. at home.....Abroad.....

10 new, just received - 4 Vought and 6 B.C. Observation.

B. Personnel

1. Present: Officers...5...Men...55...Pilots.....% of E.M.Pilots...5...Total.....
2. Planned by (give date).....Total.....
3. Navy: Officers.....Men.....Pilots.....% of E.M.Pilots....Reserve Pilots.....
4. Remarks: Civilians employed.....Authorized active strength
5. Total Reserve.....Army Reserve.....Total Reserve Pilots.....

C. Aircraft (Serviceable)

1. Planes: Service..10...Training...0...Civil...0...Total...10.....
   (a) - No. of service planes planned by (give date).....
   (b) - No. of service planes on order (give date).....
2. Dirigibles.....Balloons.....
3. Navy: Planes.....Dirigibles.....Navy planes planned (give date).....
4. Remarks: (Condition, efficiency, etc.).....
..All old planes have been discarded.

D. Appropriations (Fiscal year begins..July 1, 1925)

1. Present year..1925 - 1926.....-in U.S.$.....
2. Last year....1924 - 1925.....-in U.S.$..90,544.78.....
3. Present year: Navy.....-in U.S.$.....
4. Does this include Pay.....Subsistence.....Clothing.....
5. Remarks: % for new planes..none..% for research and experimentation..none.....
.....

E. Training (Pilots)

1. Present rate per month.....Estimated rate in war at end of 6 months.....
.....12 months.....Remarks.....
2. Average number of Enlisted Men in training.....
.....

F. Airplane Manufacture

1. Present rate per month.....Estimated rate in war at end of 6 months.....
.....12 months.....Remarks.....
.....

G. Airplane Carriers

1. Present.....Building.....Planned by (give date).....
Remarks.....

H. Political Situation as Regards Aviation (Summarize)

.....
No support in Congress. Purchase of ten new planes authorized by Presidential Decree under emergency existing during revolution in April, 1924. Delivered in 1925. Liberty motors remodeled in Rock Island Arsenal, Rock Island, Ill.
.....
.....

I. Remarks. (pertinent facts not above)

.....
No special assignment in budget for aviation material. Appropriations are made according to the needs of the service.
.....

Instructions.

Submit in January and July completely filled out. Where facts cannot be obtained give your best estimate and mark thus (E). When changes occur submit new information at once.

This pertains primarily to Army Air Service, where Naval Air Service is included, so state.

Prepared by.....
HENRY C. CLARK
CAPT. J.A.G.D. ASST.MILITARY ATTACHE.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

Lt. Dallas
G-2

1925 2079-13
4
SEP 14

G-2

September 10, 1925.

Subject: Revised Semi-Annual Aeronautical Questionnaire.

To: American Military Attache, Havana, Cuba.

1. As the result of mature consideration, it has been decided to amend the aeronautical questionnaire form heretofore sent you for rendition semi-annually, so far as the country to which you are accredited is concerned, and there are accordingly inclosed herewith twenty copies of such a revision.

2. This form, which is numbered W-1192, is dated August 29, 1925, supersedes the semi-annual questionnaire heretofore sent you, and should be accomplished and forwarded in quadruplicate on March 30th and September 30th of each year, commencing with the expiration of the present month.

3. When the accompanying supply of this form shall have become exhausted, additional copies thereof will be forwarded to you upon request.

For the Assistant Chief of Staff, G-2:

Walter O. Boswell,
Major, General Staff,
Acting Chief, M.I.5, G-2.

(Inclosures:
20 Copies of Semi-Annual
Aeronautical Questionnaire
Form).

FILED
SEP 15 1925

fmm

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

MIL. INTEL. D.V. DEC 12 1925
WAR DEPARTMENT

4-1 1925 2079-15
5190 (5)

G-2 Report.

CUBA (Aviation)
Subject: Revised Semi-Annual Aeronautical Questionnaire.

RECEIVED G/2 W.D. DEC 12 1925

1. I am attaching hereto aeronautical questionnaire in quadruplicate containing the latest available information.

W. H. SHUTAN,
Major, General Staff,
Military Attaché.

From: M.A., Havana. Report No. 2719 Date: Dec. 5, 1925.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

Enc 1

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
DEC 12 1925
WAR DEPARTMENT

5-1 2079-15
5

Air Strength

Date November 13, 1925 Country CUBA

A. Squadrons

PLANES

1. Present: Obs. 6 Pur. 0 Bomb. 0 Others 4 Total 10
2. No. planes Sqdrn. Obs. 6 Pur. 0 Bomb. 0 Others 4
3. Planned by (give date) none * Obs. Pur. Bomb. Others Tota
4. Reserve: Army 0 Navy 0
5. No. home 10 No. ~~abroad~~ none
6. Remarks 6 B.C. observation planes and 4 Vought.

B. Personnel

1. Present: Officers 18 No. rated pilots 5 No. rated obs. 0
   Enlisted men 98 No. pilots 0 No. obs. 0
2. Reserve: Officers 0 No. pilots 0 No. obs. 0
   ~~Enlisted~~ 0 No. pilots 0 No. obs. 0
3. Navy: Officers 0 No. pilots 0 No. obs. 0
   Enlisted men 0 No. pilots 0 No. obs. 0
4. Civil aviation (don't include those in Reserve) No. pilots 0 No. obs. 0
   Totals: No. pilots 0 No. obs. 0
5. Authorized active strength Army Officers 18 Enlisted men 98
   Navy Officers 0 Enlisted men 0
6. Civilians employed: Army 1 Naval 0 Civil 0
7. Remarks

Aircraft

Aircraft in storage to be considered reserve. All others "service".

1. Planes: In service Army 6 Navy 0 Training 4 Civil 0
   Reserve 0 Army 0 Navy 0 Training 0 Civil 0
   Experimental Army 0 Navy 0 Training 0 Civil 0

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

(a) No. planes (service planned by Army 0 Navy 0
date No. date No.

(b) No. planes on order: Army 0 Navy 0 Civil 0 Foreign 0

2. Dirigibles: Army 0 Navy 0

Balloons: Army 0 Navy 0

3. No. plane hours flown (6 mos.) Army 169 Navy 0 Civil 0

4. Remarks

Appropriations (Fiscal year begins) July 1.

1. Present year (Army) $108,580.00 in U.S. $ @ 108,580.00
rate

Navy 0 in U.S. $ @ 0
rate

Civil 0 in U.S. $ @ 0
rate

Totals $108,580.00 in U.S. $ @ 108,580.00
rate

2. Last year (U.S.$) Army $108,580.00* Navy 0 Civil 0 Total

*plus $279,716.40 for purchase of ten planes now on hand.

3. Does this include pay, subsistence, clothing? Yes.

4. Remarks: % for new planes 0 % for research and experimentation 0

Training (pilots)

1. Present rate per month Estimated rate at end of six months 12 months

2. No.schools: Army Navy Civil

3. Av. No. of students: Army: Navy Civil

Airplane and Engine Production

1. Present rate aeroplanes per month present capacity

Estimated rate in war at end of 6 mos. 12 mos.

2. Present rate engines per month Capacity

Estimated rate in war at end of 6 mos. 12 mos.

3. No. factories operating Aeroplane Engine

Airplane Carriers

1. Present Capacity in aircraft Planned by
date

W-1192,A.S.,Rev. 8/29/25

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
APR 21 1926
WAR DEPARTMENT

4-1 1926 2079-15 5190

G-2 Report

CUBA (Aviation)

Subject: Semi-Annual Aeronautical Questionnaire.

RECEIVED G-2 W.D. APR 21 1926

1. In compliance with instructions contained in your letter of September 10, 1925, file 2079-15, I am forwarding herewith aeronautical questionnaire in quadruplicate with the latest available information.

W. H. SHUTAN,
Major, General Staff,
Military Attaché.

From: M.A., Havana. Report No. 2757 Date: April 15, 1926.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

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6

7

Air Strength

Date **April 15, 1926** Country **CUBA**

A. Squadrons

1. Present: Obs. **6** Pur. **0** Bomb. **0** Others **4** Total **10**
2. No. planes Sqdrn. Obs. **6** Pur. **0** Bomb. **0** Others **4**
3. Planned by (give date) **None** Obs. Pur. Bomb. Others Total
4. Reserve: Army **0** Navy **0**
5. No. home **10** No. abroad **None**
6. Remarks **6 B.C. Observation Planes and 4 Vought.**

B. Personnel

1. Present: Officers **18** No. rated pilots **5** No. rated obs. **0**
   Enlisted men **98** No. pilots **0** No. obs. **0**
2. Reserve: Officers **0** No. pilots **0** No. obs. **0**
   Enlisted **0** No. pilots **0** No. obs. **0**
3. Navy: Officers **0** No. pilots **0** No. obs. **0**
   Enlisted men **0** No. pilots **0** No. obs. **0**
4. Civil aviation (d n't include those in Reserve) No. pilots **0** No. obs. **0**

Totals: No. pilots **0** No. obs. **0**

5. Authorized active strength Army Officers **18** Enlisted men **98**
   Navy Officers **0** Enlisted men **0**
6. Civilians employed: Army **1** Naval **0** Civil **0**
7. Remarks

Aircraft

Aircraft in storage to be considered reserve. All others "service".

1. Planes:	In service	Army	**6**	Navy	**0**	Training **4**	Civil	**0**
	Reserve	Army	**0**	Navy	**0**	Training **0**	Civil	**0**
	Experimental	Army	**0**	Navy	**0**	Training **0**	Civil	**0**

W-1192, A.S., Rev. 8/29/25.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

(a) No. planes (service planned by Army 0 Navy 0
date No. date No.

(b) No. planes on order: Army 0 Navy 0 Civil 0 Foreign 0

2. Dirigibles: Army 0 Navy 0

Balloons: Army 0 Navy 0

3. No. plane hours flown (6 mos.) Army 169 Navy 0 Civil 0

4. Remarks

Appropriations (Fiscal year begins) July 1

1. Present year (Army) 108,580.00 in U.S. $ @
rate

Navy 0 in U.S. $ @
rate

Civil in U.S. $ @
rate

Totals 108,580.00 in U.S. $ @
rate

2. Last year (U.S.$) Army 108,580 plus $279,716.40 for purchase of 10 planes now on hand.
Navy 0 Civil 0 Total

3. Does this include pay, subsistence, clothing? Yes

4. Remarks: % for new planes 0 % for research and experimentation 0

Training (pilots)

1. Present rate per month Estimated rate at end of six months 12 months

2. No.schools: Army Navy Civil

3. Av. No. of students: Army: Navy Civil

Airplane and Engine Production

1. Present rate aeroplanes per month present capacity

Estimated rate in war at end of 6 mos. 12 mos.

2. Present rate engines per month Capacity

Estimated rate in war at end of 6 mos. 12 mos.

3. No. factories operating Aeroplane Engine

Airplane Carriers

1. Present Capacity in aircraft Planned by
date

W-1192,A.S.,Rev. 8/29/25

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

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OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
5190

4-1 1926 2079-15 7

OCT 16
WAR DEPARTMENT

7

G-2 Report

CUBA (Aviation)

Subject: Semi-Annual Aeronautical Questionnaire.

RECEIVED G/2 W.D. OCT 15 1926

1. In compliance with instructions contained in your letter of September 10, 1925, file 2079-15, I am forwarding herewith aeronautical questionnaire in quadruplicate with the latest available information.

Henry C Clark

HENRY C. CLARK,
Captain, General Staff,
Military Attaché.

From: M.A., Havana. Report No. 2834 Date: October 8, 1926.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

4-1 1926 2079-15 7 cml 801

Air Strength

Date September 30, 1926. Country CUBA

A. Squadrons

1. Present: Obs. 6 Pur. 0 Bomb. 0 Others 4 Total 10
2. No. planes Sqdrn. Obs. 6 Pur. 0 Bomb. 0 Others 4
3. Planned by (give date) None Obs. Pur. Bomb. Others Tota
4. Reserve: Army 0 Navy 0
5. No. home 10 No. abroad None
6. Remarks 6 B.C. Observation Planes and 4 Vought.

B. Personnel

1. Present: Officers 18 No. rated pilots 5 No. rated obs. 0
   Enlisted men 98 No. pilots 0 No. obs. 0
2. Reserve: Officers 0 No. pilots 0 No. obs. 0
   Enlisted 0 No. pilots 0 No. obs. 0
3. Navy: Officers 0 No. pilots 0 No. obs. 0
   Enlisted men 0 No. pilots 0 No. obs. 0
4. Civil aviation (don't include those in Reserve) No. pilots 0 No. obs. 0

   Totals: No. pilots 0 No. obs. 0
5. Authorized active strength Army Officers 18 Enlisted men 98
   Navy Officers 0 Enlisted men 0
6. Civilians employed: Army 1 Naval 0 Civil 0
7. Remarks

Aircraft

Aircraft in storage to be considered reserve. All others "service".

1. Planes: In service Army 6 Navy 0 Training 4 Civil 0
   Reserve Army 0 Navy 0 Training 0 Civil 0
   Experimental Army 0 Navy 0 Training 0 Civil 0

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

(a) No. planes (service planned by Army 0 date No. Navy 0 date No.

(b) No. planes on order: Army 0 Navy 0 Civil 0 Foreign 0

2. Dirigibles: Army 0 Navy 0

Balloons: Army 0 Navy 0

3. No. plane hours flown (6 mos.) Army ? Navy 0 Civil 0

4. Remarks

Appropriations (Fiscal year begins) July 1

1. Present year (Army) Not available in U.S. $ @ rate

Navy 0 in U.S. $ @ rate

Civil in U.S. $ @ rate

Totals in U.S. $ @ rate

2. Last year (U.S.$) Army $108,580.00 Navy 0 Civil 0 Total

3. Does this include pay, subsistence, clothing?

4. Remarks: % for new planes 0 % for research and experimentation 0

Training (pilots)

1. Present rate per month Estimated rate at end of six months 12 months

2. No.schools: Army Navy Civil

3. Av. No. of students: Army: Navy Civil

Remarks: There are six cadets training as pilots in U.S. aviation schools.

Airplane and Engine Production

1. Present rate aeroplanes per month present capacity

Estimated rate in war at end of 6 mos. 12 mos.

2. Present rate engines per month Capacity

Estimated rate in war at end of 6 mos. 12 mos.

3. No. factories operating Aeroplane Engine

Airplane Carriers

1. Present Capacity in aircraft Planned by date

W-1192,A.S.,Rev. 8/29/25

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE.
HAVANA, CUBA.

4-1 1926 2079-15 8

November 2, 1926.

No. 2841

To: The A. C. of S., G-2

M.I. A.K.B. 11/16/26.

Subject: Despatch #2834 - Semi-Annual Aeronautical Questionnaire.

2079-15 (7) RECEIVED G/2 W. D. NOV 9 1926

1. With reference to inquiry contained your Evaluation of Reports of October 21, 1926, on my despatch #2834 - Semi-Annual Aeronautical Questionnaire -, the figure $108,580.00 given for last year's aviation appropriation for the army was supplied by the Chief of the Information Section, General Staff, Cuban Army, in reply to request for information from this office, to furnish data for questionnaire submitted under date of April 15, 1926.

In reply to the last questionnaire submitted, the Cuban General Staff reported no changes in appropriations as previously reported.

2. As a result of the damage sustained from the hurricane of October 20, only one airplane is in commission capable of flying; two others are believed to be capable of repair when the necessary new parts are obtained; the others are stated to be so badly wrecked that they are not worth repairing. The Chief of Aviation Service has stated that they intend to purchase new planes as soon as funds are made available. All four aviation sheds were blown down and the planes in them wrecked.

Henry C Clark
HENRY C. CLARK,
Captain, General Staff,
Military Attaché.

11/16/26.
Copy sent to Asst. Sec. of War for Aviation, & copy retained in M.I.2a.
a4b3

Copy to A. L. O. 11-17-26
BAB

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

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4-1 1927 2079-15 5190

9

WAR DEPARTMENT
2079 3

G-2 Report

CUBA (Aviation)

Subject: Semi-Annual Aeronautical Questionnaire.

RECEIVED G/2 W. D. APR 15 1927

1. In compliance with instructions contained in your letter of September 10, 1925, file 2079-15, I am forwarding herewith aeronautical questionnaire in quadruplicate with the latest available information supplied by the Cuban General Staff.

Henry C Clark

HENRY C. CLARK,
Captain, General Staff,
Military Attaché.

From: M.A., Havana. Report No. 2916 Date: April 8, 1927.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

4-1 1927 2078-15 AIR 16
AIR DEPARTMENT

Air Strength

Date **March 30, 1927.** Country **CUBA.**

A. Squadrons

1. Present: Obs. 0 Pur. 0 Bomb. 0 Others 0 Total 0
2. No. planes Sqdrn. Obs 6 Pur. 0 Bomb. 0 Others 4 **Total: 10.**
3. Planned by (give date) - - - Obs.__ Pur.__ Bomb.__ Others__ Total __
4. Reserve: Army ____ Navy _____
5. No. home 10 No. abroad 0
6. Remarks _____

B. Personnel

1. Present: Officers 7 No. rated pilots 6 No. rated obs. 0
   Enlisted men 68 No. pilots 0 No. obs. 0
2. Reserve: Officers 0 No. pilots 0 No. obs. 0
   Enlisted 0 No. pilots 0 No. obs. 0
3. Navy: Officers 0 No. pilots 0 No. obs. 0
   Enlisted men 0 No. pilots 0 No. obs. 0
4. Civil aviation (don't include those in Reserve) 0 No. pilots 0 No. obs. 0
   Totals: No. pilots 6 No. obs. 0
5. Authorized active strength Army Officers 17 Enlisted men 70
   Navy Officers 0 Enlisted men 0
6. Civilians employed: Army 0 Naval 0 Civil 0
7. Remarks _____

Aircraft

Aircraft in storage to be considered reserve. All others "service".

1. Planes: In service Army 0 Navy 0 Training 0 Civil 0
   Reserve Army 0 Navy 0 Training 0 Civil 0
   Experimental 0 Army 0 Navy 0 Training 0 Civil 0

 W-1192, A.S., Rev. 8/29/25.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

(a) No. planes (service planned by Army ____ date No. Navy ____ date No.

(b) No. planes on order: Army ____ Navy ____ Civil ____ Foreign ____

2. Dirigibles: Army ____ Navy ____

Balloons: Army ____ Navy ____

3. No. plane hours flo n (6 mos.) Army 127 1/4 Navy ____ Civil ____

4. Remarks ____

Appropriations (Fiscal year begins)

1. Present year (Army) Not available. in U.S. $ @ rate

Navy ____ in U.S. $ @ rate

Civil ____ in U.S. $ @ rate

Totals ____ in U.S. $ @ rate

2. Last year (U.S.$) Army $106,580.00 Navy ____ Civil ____ Total

3. Does this include pay, subsistence, clothing? ____

4. Remarks: % for new planes ____ % for research and experimentation ____

Training (pilots)

1. Present rate per mont ____ Estimated rate at end of six months __ 12 months __

2. No.schools: Army ____ Navy ____ Civil ____

3. Av. No. of students: Army: ____ Navy ____ Civil ____

Airplane and Engine Production

1. Present rate aeroplanes per month ____ present capacity

Estimated rate in war at end of 6 mos. ____ 12 mos.

2. Present rate engines per month ____ Capacity ____

Estimated rate in war at end of 6 mos. ____ 12 mos. ____

3. No. factories operating Aeroplane ____ Engine ____

Airplane Carriers

1. Present ____ Capacity in aircraft ____ Planned by ____ date

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

1925 2079-15
10
5190
WAR DEPARTMENT

G-2 Report

CUBA (Aviation)

Subject: Semi-Annual Aeronautical Questionnaire.

RECEIVED G/2 W.D. MAY 13 1927

1. In compliance with request contained in evaluation report of April 30, 1927, there is enclosed herewith revised Semi-Annual Aeronautical Questionnaire.

Henry C. Clark

HENRY C. CLARK,
Captain, General Staff,
Military Attaché.

From: M/A, Havana. Report No. 2930 Date: May 9, 1927.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

Air Strength

Date: May 7, 1927. Country: CUBA.

A. Squadrons

1. Present: Obs. 0 Pur. 0 Bomb. 0 Others 0 Total 0

2. No. planes Sqdrn. Obs. 0 Pur. 0 Bomb. 0 Others 0 Total: 0.

3. Planned by (give date) - - - Obs. -- Pur. -- Bomb -- Others --

4. Reserve: Army ---- Navy ----

5. No. home: 0 No. abroad: 0

6. Remarks: ---------

B. Personnel

1. Present: Officers: 7 No. rated pilots: 6 No. rated Obs. 0
Enlisted men: 68 No. pilots: 0 No. obs. 0

2. Reserve: Officers: 0 No. pilots: 0 No. obs. 0
Enlisted: 0 No. pilots: 0 No. obs. 0

3. Navy: Officers: 0 No. pilots: 0 No. obs. 0
Enlisted men: 0 No. pilots: 0 No. obs. 0

4. Civil aviation (don't include those in Reserve) 0 No. pilots: 0 No. obs. 0

Totals: No. pilots: 6 No. obs. 0

5. Authorized active strength Army Officers: 17 Enlisted men: 70
Navy Officers: 0 Enlisted men: 0

6. Civilians employed: Army: 0 Naval: 0 Civil: 0

7. Remarks: -----

Aircraft

Aircraft in storage to be considered reserve. All others "service."

1. Planes: in service Army: 10 Navy: 0 Training: 0 Civil: 0
Reserve: Army: 0 Navy: 0 Training: 0 Civil: 0
Experimental: 0 Army: 0 Navy: 0 Training: 0 Civil: 0

W-1192, A.S., Rev. 8/29/25.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

(a) No. planes (service planned by Army: ----- Navy: -----
date No. date No.

(b) No. planes on order: Army: ----- Navy: ---- Civil: ---- Foreign: ----

2. Dirigibles: Army: ---- Navy: ----

Balloons: Army: ---- Navy: ----

3. No. planes hours flown (6 mos.) Army: 127-1/4 Navy: ---- Civil: ----

4. Remarks: The Cuban Army has 6 B.C. Observation and 4 Voight planes. These were damaged during the October, 1926 hurricane, but have since been gradually repaired and at present time 8 are in operation; the remaining 2 are expected to be in service within a short time.

Appropriations (Fiscal year begins July 1)

1. Present year (Army) Not available. in U.S. $ at rate

Navy: ------ in U.S. $ at rate

Civil: ------ in U.S. $ at rate

Totals: ------- in U.S. $ at rate

2. Last year (U.S.$) Army: $108,580.00 Navy: ---- Civil: ---- Total:

3. Does this include pay, subsistence, clothing? ----

4. Remarks: % for new planes: ---- % for research and experimentation: ----

Training (pilots)

1. Present rate per month: ---- Estimated rate at end of six months -- 12 mo. --

2. No. schools: Army: ---- Navy: ---- Civil: ----

3. Av. No. of students: Army: ---- Navy: ---- Civil: ----

Airplane and Engine Production

1. Present rate aeroplanes per month: ---- Present capacity: ----

Estimated rate in war at end of 6 mos. ---- 12 mos. ----

2. Present rate engines per month: ---- Capacity: ----

Estimated rate in war at end of 6 mos. ---- 12 mos. ----

3. No. factories operating Aeroplane: ---- Engine: ----

Airplane Carriers

1. Present: ---- Capacity in aircraft: ---- Planned by: ----

DECLASSIFIED
NND. 740058
By AMF NARS, Date 05/04/89

American Embassy,

OFFICE OF THE MILITARY ATTACHE,
HAVANA, CUBA.

2079-15
3-1
11

May 10, 1927.

No. 2932

To: The A. C. of S., G-2

M.I. I.A.E.D 5/20

Subject: Evaluation Reports of April 8 and April 30 on Semi-Annual Aeronautical Questionnaires.

2079-15
9

RECEIVED G/2 W.D. MAY 18 1927

1. Referring to Department's evaluation report of April 30, 1927, on despatch No. 2916, the following information is furnished with respect to aviation data on Cuba.

a. The Cuban Army has ten planes, six B.C. Observation and four Voight, all stationed at Camp Columbia Field, Havana. This is shown by the semi-annual aeronautical questionnaire referred to. In paragraph "A", the word "Squadrons" should have been struck out, as the planes are not divided into squadrons and are all under the command of the commander of the Air Section.

b. There are no commercial airplanes in Cuba.

c. The above mentioned ten planes were severely damaged during the October, 1926, hurricane, at which time the roofs of the two hangars at Camp Columbia were blown away. The planes have since been gradually repaired and at the present time eight of the ten planes are in operation. The remaining two are expected to be in service within a short time.

d. Four Cuban planes were dispatched on April 19 to Batabanó to meet and escort the Good-Will Flyers to Havana. They likewise escorted the American planes on the day of their departure from Havana, April 23, for a short distance toward Key West. The planes in operation are in fair mechanical condition.

2. Evaluation Report of April 8, 1927, on despatch No. 2841:

a. The purchase price of the ten new planes - $279,716.40 - given in questionnaire of November 13, 1925 and April 15, 1926, was supplied by the Chief of the Information Section, General Staff, Cuban Army. The figure $246,716.00 was the amount provided for the purchase of the planes in the budget. Evidently, the actual cost exceeded the amount appropriated by $33,000.40.

b. In regard to the discrepancy noted in the appropriation for aviation 1924-25, reference to our files shows that the figure $90,344.78 was supplied by the Cuban General Staff in reply to inquiry submitted by this office for the semi-annual aeronautical questionnaire forwarded under date of July 16, 1925. When the next questionnaire became due

Copy retained in A/a Section.

Copy to Aviation 5/23/27 AWS

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

and copy was turned over to the Cuban General Staff for revision, the figure $108,580.00 was given instead of $90,344.78, and this office naturally assumed that this difference was due to the transfer of an additional appropriation to take care of the needs of the service after the publication of the budget. This was the explanation later given by a General Staff officer.

Henry C. Clark
HENRY C. CLARK,
Captain, General Staff,
Military Attaché.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

JEU
A.C.

AUG 4 2079-15 1927
12

G-2

July 30, 1927.

Subject: Annual Aeronautical Questionnaire.

To: American Military Attache, Havana, Cuba.

1. It has been deemed expedient, after mature consideration, to abrogate the rendition by the American Military Attaches accredited to foreign countries of the semi-annual aeronautical questionnaire and in lieu thereof authorize the substitution of an annual one to be rendered on the 1st of July of each year, and it is requested that you govern yourself accordingly. In order to enable you to do so, there is inclosed herewith a supply of the annual aeronautical questionnaire blanks, revised to date, for accomplishment by you in so far as aeronautical activities in Cuba are concerned, and which you are requested to render in quadruplicate, the first issue to be retroactive to July 1, 1927.

2. There is likewise being forwarded a copy of a confidential "Guide for Classification of Aeronautical Information", the provisions of which should be strictly complied with in the preparation of the aeronautical questionnaires to be rendered by you.

For the Assistant Chief of Staff, G-2:

N. E. Margetts,
Lieut.-Colonel, General Staff,
Military Attache Section.

(Inclosures).

fmm

MAIL
AUG 13 1927

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE.
HAVANA, CUBA.

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
JUL 23
2079-15
13
WAR DEPARTMENT
JUL

5 July, 1928.

No. 2983

Subject: Annual report on air strength

To; A.C. of S. G-2

RECEIVED G/2 W. D. JUL 10 1928

1. Herewith annual report on Cuban air strength as of July 1st.

4 incls.

1 encl. 4 cps.

James C.R. Schwenck
JAMES C.R. SCHWENCK
MAJOR GS M/A.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
JUL 11 1928
4-1 2079-15
WAR DEPARTMENT

ANNUAL REPORT ON AIR STRENGTH

Country CUBA

Date July 1, 1928.

A. ORGANIZATION

1. Give an outline of the control of aviation showing which executive department has control over the various features of aviation such as army, navy, civil, supply, etc.

Sec'y of War and Marine controls all.

2. Into what tactical or administrative units is the Air Corps divided which corresponds to our

(a) Wing

(b) Group — At present time, entire aviation service in training stage only.

(c) Squadron — Organized as squadrons only.

Note: Hereafter when referring to units in this report, base all answers on the unit which corresponds to our Squadron (2 (c)).

3. Into what classifications are the units in paragraph 2 divided which correspond to our

(a) Pursuit

(b) Bombardment (Light, heavy and night) — same as

(c) Attack — U.S.

(d) Observation — throughout.

4. Remarks:

Observation and Bombardment planes combined in the OBSERVATION and BOMBARDMENT SQUADRON consisting of 12 aeroplanes.
Pursuit squadron consisting of 6 planes authorized but not existent.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

REPORT ON AIR STRENGTH
A. ORGANIZATION (Cont'd)
(Army) (Navy)(Marine Corps)

Use this form when the Air Force is an integral part of the Army, Navy or Marine Corps. Use separate sheet for each.

U-802, A.C.

		Bomb. and Obs. combined					
		A Pursuit	B Bomb.	C Attack	D Observ.	E Others	F Total
5.a. Regular Establishment							
(1) Units on active duty.			Training courses only				
(2) Number of planes assigned to each type of unit according to tables of organization		6	12				
(3) Average number of planes actually assigned to each type of unit		-	-				
(4) Number of personnel assigned to each type of unit by tables of organization	:Pilots	3	6				
	:Observers						
	:Enlisted	14	18				
(5) Average number of personnel actually assigned to each type of unit	:Pilots						
	:Observers	--	--	Training courses only			
	:Enlisted						
(6) No. of units within immediate boundaries of home country		all in process of organization and training					
(7) No. of units in colonies, overseas possessions or otherwise on foreign service		none					
b. Reserve Establishment							
(1) Total number of units		-					
(2) Number of units on active duty exclusive of regular training		-					

4

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

REPORT ON AIR STRENGTH

B. Personnel

	A NONRATED	B PILOTS	C OBSERVERS	D AUTHROIZED STRENGTH
1. Active duty officers.	9			36
2. Active duty enlisted.	90			169
3. Reserve Officers.	-			
4. Reserve Enlisted.	-			
5. Naval Officers.	-			
6. Naval Enlisted.	-			
7. Civilians employed in Army Aviation.	-			
8. Civilians employed in Naval Aviation.	-			
9. Civilians employed in Commercial Aviation	-			
10. Army officers attached to Aviation.	-			
11. Naval officers attached to Aviation.	-			

12. Remarks:

C. APPROPRIATIONS

1. Fiscal Year begins: July 1st

2. Appropriations for current year.

Army	$50,000	annually upkeep & maint.
	100,000	annually for acq. of material U.S. Currency
Navy	200,000	once only for aviation school U.S. Currency
Civilian	40,000	annually for maintenance of schoo U.S. Currency

3. Does this include pay, subsistence and clothing? Yes.

4. Amount for procurement of new aircraft and engines: $100,000

5. Amount for experimental work and research work: -

6. Percentage of Army Aviation appropriations to total Army appropriations: About 15%

7. Percentage of Naval Aviation appropriations to total Naval appropriations:

8. Remarks:

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By AMF NARS, Date 05/04/89

REPORT ON AIR STRENGTH

D. AIRCRAFT*

	A Pursuit	B Bomb.	C Attack	D Observ.	E Total
1. No. of service planes# Army					
2. No. of service planes# Navy					
3. No. of training planes, Army	3 PT-3 Training 4 DH observation			All engaged in primary training courses	
4. No. of training planes, Navy					
5. All other planes ø Army					
6. All other planes ø Navy					

Note: Where the Air Force is a separate branch independent of the Army or Navy use the columns under Army only.

7. Estimated number of civilian planes: 5

8. Number observation balloons, Army: 0 Navy: 0

9. No. dirigibles with cu.ft. capacity and type (Rigid, semi-rigid or non-rigid)
Army 0 Navy

10. No. aircraft hours flown in previous 12 months: Army Training course only. Navy

11. Remarks:

* Indicate whether these are land or seaplanes by the letters L and S.
\# Include only those planes of a type which it is believed would be put into production in case of emergency. Do not include those planes which, though still in use, are obsolete or obsolescent and which will be replaced by newer types when worn out.
ø Includes experimental, service test, cargo and obsolescent planes which are now in service use but will not be put into future production.

E. AIRPLANE AND ~~ENGINE~~ PRODUCTION

	Airplanes	Engines	
1. Present rate of production per month. . . .	none		
2. Estimated maximum rate per month.			

Remarks:

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By AMF NARS, Date 05/04/89

REPORT ON AIR STRENGTH

F. TRAINING

	A PILOTS	B OBSERVERS
1. Present rate of graduation per six months.	4	
2. Estimated maximum rate of graduation in war.	10 per	6 months

3. Number of flying schools for pilots and observers

Army:	Navy:	Civilian:
1		

4. Remarks:

G. AIRCRAFT CARRIERS

1. Number in commission: None Airplane capacity:
2. Number under construction or alteration : none Airplane capacity:
3. Planned by (give date): none Airplane capacity:
4. Remarks:

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250

MILITARY INTELLIGENCE DIVISION
In replying refer to
2079-15

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

DEC 22 1930

G-2
BQJ
2079-15

WAR DEPARTMENT

July 17, 1930.

Subject: Annual Report on Air Services.

To: The Military Attache, Havana, Cuba.

1. The attached annual report questionnaire on the air services of the smaller foreign countries replaces all previously sent to you.

2. It is requested the information called for in the attached questionnaire be furnished annually as of July 1st each year.

For the A. C. of S., G-2:

W. H. Simpson

W. H. SIMPSON,
Major, General Staff,
Executive Officer, G-2.

1 encl.
Annual Report on Air Services with attached blank form.

VM

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NND 740058
By AMF NARS, Date 05/04/89

AMERICAN EMBASSY

OFFICE OF THE MILITARY ATTACHE
HAVANA, CUBA.

OFFICE CHIEF OF STAFF
M.I. INTEL DIV.
DEC 22 1930
2-1 2079-15
-14-
WAR DEPARTMENT

Legal

No. 3417.

1st. Ind.

Office of the Military Attache, Havana, Cuba, December 3, 1930;
To the Assistant Chief of Staff, G-2.

1. Attached will be found Annual Report on the Air Service of Cuba, as of July 1, 1930.

E. R. QUESADA,
Lieut. Air Corps.
Asst. Military Attache for Air.

Encl.Report.

2nd. Ind. RECEIVED G/2 W. D. DEC 22 1930

Office of the Military Attache, Havana, Cuba, December 13, 1930:
To Assistant Chief of Staff, G-2.

1. Approved.

T. T. O'HARE,
Major, General Staff,
Military Attache.

Two copies of encl made for Combat Digest-Cuba, 6100-a
Copy sent: O.N.I. & Air Corps. 12/27/30.

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NND 740058
By AMF NARS, Date 05/04/89

ANNUAL REPORT ON AIR SERVICES

of

_____ as of July 1, 1930.
Country

(All information should preferably be as of July 1, 1930.)

1. What is the largest tactical Air Service organization on duty? What is its composition in administrative, tactical and technical units? in commissioned personnel (pilots, observers and non-fliers)? in enlisted personnel (pilots, observers, and non-fliers)? in airplanes (by numbers, by types, active and reserve with each unit)?

2. What organization is equivalent to the U. S. Air Corps combat squadron? What classes of combat squadrons are prescribed? What is the prescribed and the average strength of each in commissioned personnel (pilots, observers and non-fliers)? in enlisted personnel (pilots, observers and non-fliers)? in airplanes (by numbers only, active and reserve with each unit)?

3. What is the total number of service squadrons, both combat and non-combat, in the Air Service (by classes and numbers)?

4. What combat, transport and training airplanes were considered as the latest accepted standards as of July 1, 1930 (by class, name or designation of model, and year the model was first produced)?

5. What were the total number of airplanes on hand as of July 1, 1930, with all regular and reserve forces, regardless of age or condition (by classes, whether at home or abroad, and the grand total)?

6. What was the grand total of all commissioned officers in aviation as of July 1, 1930?
   (a) How many of these officers were rated pilots?
   (b) How many of these officers were rated observers?
   (c) How many were non-fliers?

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7. What was the grand total number of enlisted men in aviation as of July 1, 1930?
   (a) How many of these enlisted men were rated pilots?
   (b) How many of these enlisted men were rated observers?

8. What is the appropriation for aviation for the current fiscal year? (Note: Designate the fiscal year and differentiate between military and civil aviation.)

9. What civilian companies (foreign and domestic) were operating as of July 1, 1930?

10. How many civilian airplanes were there as of July 1, 1930? (Give number by model designations.)

11. What airports were operating on July 1, 1930? (Give description of those airports not previously reported on. Blank forms are attached.)

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By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
DEC 22 1930
WAR DEPARTMENT

2079-15
-14-

ANNUAL REPORT ON AIR SERVICE OF CUBA

As Of July 1, 1930.

I

Question:- What is the largest Tactical Air Service organization on duty?

Answer:- The Observation and Bombing Squadron.

Question:- What is its composition in Administrative, Tactical and Technical units?

Answer:- Administrative:
Commanding Officer - Captain
Adjutant and Operations Officer - First Lieutenant.
Mess and Supply Officer - Second Lieutenant.

Tactical:
Armament Officer - First Lieutenant.
Photographic Officer - Second Lieutenant.

Technical:
Engineering Officer - First Lieutenant
Parachute Officer - Second Lieutenant.

Question:- What is its composition in commissioned personnel (pilots, Observers and non-fliers)?

Answer:- Seven (7) Officers:
One Captain
Three 1st. Lieutenants
Three 2nd. Lieutenants.

Pilots - Seven
Observers - None
Non-fliers - None.

Question:- What is its composition in enlisted personnel)pilots, observers and non-fliers)?

Answer:- Twenty-six (26) Enlisted men:-
One (1) Sergeant, Second-class - First Mechanic.
Three (3) Corporals - Mechanics.
Five (5) Soldiers - Mechanics.
One (1) Soldier - Clerk
Four (4) Soldiers.
Twelve (12) Soldiers - Orderlies.

Pilots - none
Observers - none
Non-fliers - twenty-six (26).

Question:- What is its composition in air planes (by numbers, by types, active and reserve)?

Answer:- Number - Five
Type - Vought Corsair, 02U3 (U.S. Navy designation)
Active - Five
Reserve - None.

Copy sent: O.N.I. & Air Corps. 12/27/30

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

II.

Question:- What Organization is equivalent to the U. S. Air Corps Combat Squadron?

Answer:- The Pursuit Squadron.

Question:- What classes of combat squadrons are prescribed?

Answer:- The Pursuit Squadron.
The Bombing and Observation Squadron.

Question:- What is the prescribed and the average strength of each in commissioned personnel (pilots, observers and non-fliers)?

Answer:- Bombing and Observation Squadron:
Prescribed - Twelve (12) Officers -
One (1) Captain
Five (5) First Lieutenants
Six (6) Second Lieutenants

Pilots - Twelve
Observers - none
Non-fliers - None

Average - Seven (7) Officers.
One (1) Captain
Three (3) First Lieutenants
Three (3) Second Lieutenants

Pilots - Seven
Observers - none
Non-fliers - none.

The Pursuit Squadron:-
Prescribed - Eleven (11) Officers -
One (1) Captain
Five (5) First Lieutenants
Five Second Lieutenants.

Pilots - Eleven
Observers - none
Non-fliers - none.

Average - Seven (7) Officers -
One (1) Captain
Three (3) First Lieutenants
Three Second Lieutenants.

Pilots - Seven
Observers - none
Non-fliers - none.

Question:- What is the prescribed and average strength of each in enlisted personnel (pilots, observers and non fliers)?

Answer:- The Bombing and Observation Squadron:-
Prescribed - Twenty-six (26) enlisted men
One Sergeant,Second-class - First Mechanic
Three Corporals - Mechanics
Five Soldiers - Mechanics
One Soldier - Clerk
Four Soldiers
Twelve Soldiers - Orderlies.

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By AMF NARS, Date 05/04/89

Pilots - none
Observers - none
Non-fliers - Twenty-six.

Average: Twenty-six (26) enlisted men -
One Sergeant, Second-class - First Mechanic.
Three Corporals - Mechanics
Five Soldiers - Mechanics
One Soldier (Clerk)
Four Soldiers
Twelve Soldiers - Orderlies.

Pilots - none
Observers - none
Non-fliers - Twenty-six.

The Pursuit Squadron:-
Prescribed - Twenty-one (21) enlisted men.
One Sergeant, Second-class - First Mechanic.
Two Corporals - Mechanics
Three Soldiers - Mechanics
One Soldier
Eleven Soldiers - Orderlies.

Pilots - none
Observers - none
Non-fliers - Twenty-one.

Average -Twenty-one (21) enlisted men.
One Sergeant, Second-class - First Mechanic.
Two Corporals - Mechanics
Three Soldiers - Mechanics
One Soldier
Eleven Soldiers - Orderlies.

Pilots - none
Observers - none
Non-fliers - Twenty-one.

Question:- What is the prescribed and the average strength of each in airplanes (by number only, active and reserve)?

Answer:- The Bombing and Observation Squadron:
Prescribed - Nine (9) Airplanes.
Active - nine (9)
Reserve - none

Average - Five airplanes
Active - Five
Reserve - None.

The Pursuit Squadron:
Prescribed - Six (6)
Active - Six
Reserve - None

Average - Two
Active - Two
Reserve - None.

III.

Question:- What is the total number of Service Squadrons, both combat and non-combat, in the Air Service (by classes and numbers)

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

Answer: Three -

The Bombing and Observation Squadron.
The Pursuit Squadron
(The Headquarters and Service Squadron)

IV.

Question:- What combat, transport and training airplanes were considered as the latest standards as of July 1, 1930, (by class, name or designation of model, and year model first produced)

Answer:- Combat:-

Type - Curtiss Hawk - P3 - year produced 1929
Vought Corsair - O2U3- " " " .

Training:-

Type - Consolidated Primary Training Plane - PT3.
Year produced - 1928.

Transport:-

None adopted.

V.

Question:- What were the total number of airplanes on hand as of July 1, 1930, with all regular and reserve forces, regardless of age or condition (by classes, whether at home or abroad, and the grand total)

Answer:- Total - Nineteen -

Eight Vought Corsairs - O2U3.
Two Curtiss Hawks - P3.
Nine Consolidated Primary Training Planes - PT3.

VI.

Question:- What was the grand total of all commissioned officers in Aviation as of July 1, 1930?
(a) How many of these officers were rated pilots?
(b) How many of these officers were rated Observers?
(c) How many were non-fliers?

Answer:- Twenty-four Officers.
Pilots - Twenty-one.
Observers - None
Non-fliers - Three.

VII.

Question:- What was the grand total of enlisted men in aviation as of July 1, 1930?
(a) How many of these enlisted men were rated pilots?
(b) How many of these enlisted men were rated Observers?

Answer:- Total - One Hundred and Sixty-Nine (169).
Pilots - None
Observers - None

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NND 740058
By AMF NARS, Date 05/04/89

VIII.

Question:- What is the appropriation for aviation for the current fiscal year (Note: Designate the fiscal year and differentiate between military and civil aviation.)

Answer:- Military - Hundred Thousand Dollars ($100,000).
Civil - Nothing
Fiscal year - July to July.

IX.

Question:- What civilian companies (foreign and domestic) were operating as of July 1, 1930?

Answer:- Pan-American Airway, Inc.
(American capital)

Compania Nacional Cubana de Curtiss, S.A.
(Cuban and American capital).

X.

Question:- How many civilian airplanes were there as of July 1, 1930?
(Give number by model designations.)

Answer:- Eleven:
Three Fords - Tri-motor.
Two Curtiss Robins.
One Curtiss Thrush.
One Ryan.
One Fledgling.
One Moth.
One Laening Amphibian.
One Travelair.

XI.

Question:- What airports were operating on July 1, 1930? (Give description of those airports not previously reported on. Blank forms are attached.)

Answer:-

City	Province	Name of Airport.
Habana	Habana	Camp Columbia.
Habana	Habana	General Machado.
Mendoza	Pinar del Rio	San Julian
Pinar del Rio	Pinar del Rio	Isabel Rubio
Nueva Gerona	Isle of Pines	Nueva Gerona
Camaguey	Camaguey	Gen. Ignacio Agramonte.
Bayamo	Oriente	General Ignacio Milans.
Palma Sorlian	Oriente	Estrada Palma
Santiago de Cuba	Oriente	Jesus Maria
Santa Clara	Santa Clara	Santa Clara
Maron	Camaguey	Maron.

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By AMF NARS, Date 05/04/89

MILITARY INTELLIGENCE DIVISION
In replying refer to

2079-15

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

2-1

May 29, 1931.

OFFICE CHIEF OF STAFF
MILITARY INTEL. DIV.
SEP 2 1931
2079-15
-15-
WAR DEPARTMENT

21 Incl
7

Subject: Annual Report on Air Services.

To: The Military Attache, Havana, Cuba.

1. The attached sheet 2 is sent you to replace sheet 2 of the annual report questionnaire on air services forwarded to you on July 17, 1930.

2. The form of the annual report furnished you last year will be continued until further notice with the exception of the new sheet attached. This new sheet is identical with the previous one except for the addition of question eight, which changes the number of question from eleven to twelve.

For the A. C. of S., G-2:

W. H. Simpson
W. H. SIMPSON,
Major, General Staff,
Executive Officer, G-2.

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encl. 1
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1st. Ind. RECEIVED G/2 W. D. SEP 1 1931

Office of Assistant Military Attache for Air, Havana, Cuba, August 28, 1931. - To Assistant Chief of Staff, G-2.

1. Annual Report on Air Service of Cuba, as of July 1, 1931, attached hereto.

Elwood R Quesada
Elwood R. Quesada,
Lieut. Air Corps,
Asst. Military Attache for Air

Encl. 1.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT
Jul 15 1931

7. What was the grand total number of enlisted men in aviation as of July 1, 1930?
   (a) How many of these enlisted men were rated pilots?
   (b) How many of these enlisted men were rated observers?

8. What was the grand total number of civilian employees in military and naval aviation, and how were they assigned?

9. What is the appropriation for aviation for the current fiscal year? (Note: Designate the fiscal year and differentiate between military and civil aviation.)

10. What civilian companies (foreign and domestic) were operating as of July 1, 1930?

11. How many civilian airplanes were there as of July 1, 1930? (Give number by model designations.)

12. What airports were operating on July 1, 1930? (Give description of those airports not previously reported on. Blank forms are attached.)

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By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
M.I. INTEL. DIV.
SEP 1931

4-1 2079-15
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7

WAR DEPARTMENT

ANNUAL REPORT ON AIR SERVICE OF CUBA

As of July 1, 1931.

I

Question:- What is the largest Tactical Air Service organization on duty?

Answer: The Observation and Bombing Squadron.

Question:- What is its composition in Administrative, Tactical and Technical units?

Answer: Administrative:
Commanding Officer - Captain
Adjutant and Operations Officer - First Lieutenant.
Mess and Supply Officer - Second Lieutenant.

Tactical:
Armament Officer - First Lieutenant.
Photographic Officer - Second Lieutenant.

Technical:
Engineering Officer - First Lieutenant
Parachute Officer - Second Lieutenant.

Question:- What is its composition in commissioned personnel (pilots, observers and non-fliers)?

Answer: Seven (7) Officers:
One Captain
Three First Lieutenants
Three Second Lieutenants.

Pilots - Seven
Observers - None
Non-fliers - None

Question:- What is its composition in enlisted personnel (pilots, observers and non-fliers)?

Answer: Twenty-six (26) enlisted men:
One (1) Sergeant, second-class - first mechanic.
Three (3) Corporals - mechanics.
Five (5) Soldiers - mechanics
One (1) Soldier - clerk
Four (4) Soldiers.
Twelve (12) Soldiers - orderlies.

Pilots - none
Observers - none
Non-fliers - twenty-six (26).

Question:- What is its composition in air planes (by numbers, by types, active and reserve)?

Answer: Number - Five
Type - Vought Corsair, O2U3 (U. S. Navy designation)
Active - Five
Reserve - None

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By AMF NARS, Date 05/04/89

II.

Question:- What organization is equivalent to the U. S. Air Corps Combat Squadron?

Answer: The Pursuit Squadron.

Question:- What classes of combat squadrons are prescribed?

Answer: The Pursuit Squadron
The Bombing and Observation Squadron.

Question:- What is the prescribed and the average strength of each in commissioned personnel (pilots, observers and non-fliers)?

Answer: Bombing and Observation Squadron:
Prescribed - Twelve (12) Officers
One (1) Captain
Five (5) First Lieutenants
Six (6) Second Lieutenants

Pilots - Twelve
Observers - none
Non-fliers - none

Average - Eight (8) Officers.
One (1) Captain
Three (3) First Lieutenants
Four (4) Second Lieutenants

Pilots - Eight
Observers - none
Non-fliers - none.

The Pursuit Squadron:
Prescribed - Eleven (11) Officers
One (1) Captain
Five (5) First Lieutenants
Five (5) Second Lieutenants

Pilots - Eleven
Observers - none
Non-fliers - none.

Average - Eight (8) Officers
One (1) Captain
Three (3) First Lieutenants
Four (4) Second Lieutenants

Pilots - Eight
Observers - none
Non-fliers - none.

Question:- What is the prescribed and average strength of each in enlisted personnel (pilots, observers and non-cliers)?

Answer: The Bombing and Observation Squadron:
Prescribed - Twenty-six (26) enlisted men -
One Sergeant, second-class, First Mechanic.
Three Corporals - mechanics.
Five Soldiers - mechanics.
One Soldier - clerk.
Twelve Soldiers - Orderlies.
Four Soldiers.

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By AMF NARS, Date 05/04/89

Pilots - none
Observers - none
Non-fliers - Twenty-six.

Average - Twenty-six (26) enlisted men:
One Sergeant, second-class - First Mechanic.
Three Corporals - Mechanics.
Five Soldiers - Mechanics.
One Soldier - clerk.
Twelve Soldiers - Orderlies.
Four Soldiers.

Pilots - none
Observers - none
Non-fliers - Twenty-six.

The Pursuit Squadron:
Prescribed - Twenty-one (21) enlisted men
One Sergeant, second-class, First Mechanic.
Two Corporals - Mechanics
Three Soldiers - Mechanics
Eleven Soldiers - Orderlies.
One Soldier.

Pilots - none
Observers - none
Non-fliers - Twenty-one.

Average - Twenty-one (21) enlisted men:
One Sergeant, second-class, First Mechanic.
Two Corporals - Mechanics.
Three Soldiers - Mechanics
Eleven Soldiers - Orderlies.
One Soldier.

Pilots - none
Observers - none
Non-fliers - Twenty-one.

Question:- What is the prescribed and the average strength of each in airplanes (by number only, active and reserve)?

Answer: The Bombing and Observation Squadron:
Prescribed - Nine (9) Airplanes.
Active - Nine (9)
Reserve - None.

Average - Five (5) airplanes.
Active - Five
Reserve - none.

The Pursuit Squadron:
Prescribed - Six (6) airplanes
Active - Six
Reserve - none.

Average - Two airplanes
Active - Two
Reserve - none.

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By AMF NARS, Date 05/04/89

III.

Question:- What is the total number of Service Squadrons, both combat and non-combat, in the Air Service (by classes and numbers)?

Answer: Three:
The Bombing and Observation Squadron.
The Pursuit Squadron.
The Headquarters and Service Squadron.

IV.

Question:- What combat, transport and training airplanes were considered as the latest standards as of July 1, 1931 (by class , name or designation of model, and year model first produced)?

Answer: Combat:
Type - Curtiss Hawk P3 - year produced 1929.
Vought-Corsair 02U3 - year produced 1929.

Training:
Type - Consolidated Primary Training Plane PT3.
Year produced 1928.

Transport:
None adopted.

V.

Question:- What were the total number of airplanes on hand as of July 1, 1931, with all regular and reserve forces, regardless of age or condition (by classes, whether at home or abroad, and the grand total)?

Answer: Total - Nineteen (19):
Eight Vought-Corsairs - 02U3.
Two Curtiss Hawks - P3.
Nine Consolidated Primary Training Planes - PT3.

VI.

Question:- What was the grand total of all commissioned officers in aviation as of July 1, 1931?
(a) How many of these officers were rated pilots?
(b) How many of these officers were rated observers?
(c) How many were non-fliers?

Answer: Officers - Twenty-nine
Pilots - Twenty-six
Observers - None
Non-fliers - Three

VII.

Question:- What was the grand total of enlisted men in aviation as of July 1, 1931?
(a) How many of these enlisted men were rated pilots?
(b) How many of these enlisted men were rated observers?

Answer: Total - One Hundred and Sixty-nine (169).
Pilots - None
Observers - None .

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NND 740058
By AMF NARS, Date 05/04/89

VIII.

Question:- What was the grand total number of civilian employees in military and naval aviation, and how were they assigned?

Answer: None

IX.

Question:- What is the appropriation for aviation for the current fiscal year?(Note: Designate the fiscal year and differentiate between military and civil aviation.)

Answer: Military - Seventy Thousand Dollars ($70,000).
Civil - None
Fiscal year - July to July.

X.

Question:- What civilian companies (foreign and domestic) were operating as of July 1, 1931?

Answer: Pan-American Airways, Inc.
(American capital).

Compania Nacional Cubana de Curtiss, S. A.
(Cuban and American capital).

XI.

Question:- How many civilian airplanes were there as of July 1, 1931? (Give number by model designations.)

Answer: Fourteen:
Three Fords - Tri-motor.
Two Curtiss Robins.
One Curtiss Thrush.
One Ryan.
One Fledgling.
One Moth.
One Laening Amphibian.
One Travelair.
Two Sikorsky S-38
One Aeronca.

XII.

Question:- What airports were operating on July 1, 1931? (Give description of those airports not previously reported on).

Answer:

City	Province	Name of Airport.
Habana	Habana	Camp Columbia.
Habana	Habana	General Machado
Mendoza	Pinar del Rio	San Julian
Pinar del Rio	Pinar del Rio	Isabel Rubio
Nueva Gerona	Isle of Pines	Nueva Gerona
Camaguey	Camaguey	Gen.Ignacio Agramonte
Bayamo	Oriente	General Ignacio Milans
Palma Sorlian	Oriente	Estrada Palma
Santiago de Cuba	Oriente	Jesus Maria
Santa Clara	Santa Clara	Santa Clara
Moron	Camaguey	Moron

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NND 740058
By AMF NARS, Date 05/04/89

AMERICAN EMBASSY

OFFICE OF THE MILITARY ATTACHE
HAVANA, CUBA.

3-1

MAR 20 1933

CHIEF OF STAFF
MIL. INTEL. DIV.
2079-65
16
WAR DEPARTMENT
1

March 14, 1933

No. 4029

Subject: Annual Air Report.

To: Assistant Chief of Staff, G-2.

RECEIVED G/2 W.D. MAR 20 1933

1. Attached hereto is Annual Report on Air Service of Cuba, as of January 1, 1933.

J. J. O'Hare,
Major, General Staff,
Military Attache.

Encl. Air Report.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

MAR 30 1933
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

4-1 2079-1-15-16

WAR DEPARTMENT

7

ANNUAL REPORT OF AIR SERVICE IN CUBA.

As of January 1, 1933.

Question:- What is the largest Tactical Air Service organization on duty?

Answer: The Observation and Bombing Squadron.

Question:- What is its composition in Administrative, Tactical and Technical units?

Answer: Administrative:
Commanding officer - Captain.
Adjutant and Operations Officer - First Lieutenant.
Mess and Supply Officer - Second Lieutenant.

Tactical:
Armament Officer - First Lieutenant.
Photographic Officer - Second Lieutenant.

Technical:
Engineering Officer - First Lieutenant.
Parachute Officer - Second Lieutenant.

Question:- What is its composition in commissioned personnel (pilots observers and non-fliers)?

Answer: Seven Officers:
One Captain.
Three First Lieutenants
Three Second Lieutenants.

Pilots - Seven.
Observers - None.
Non-fliers - None.

Question:- What is its composition in enlisted personnel (pilots observers and non-fliers)?

Answer: Twenty-six enlisted men:
One Sergeant, second-class - first mechanic.
Three Corporals - mechanics.
Five Soldiers - mechanics.
One Soldier - clerk.
Four Soldiers.
Twelve Soldiers - orderlies.
Pilots - None.
Observers - None.
Non-fliers - twenty-six.

Question:- What is its composition in air planes (by numbers, by types, active and reserve)?

Answer: Number - Seven
Type - Vought Corsair, 02U3 (U.S.Navy designation).
Active - Seven
Reserve - None.

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II.

Question:- What organization is equivalent to the U. S. Air Corps Combat Squadron?

Answer: The Pursuit Squadron.

Question:- What classes of combat squadrons are prescribed?

Answer: The Pursuit Squadron.
The Bombing and Observation Squadron.

Question:- What is the prescribed and the average strength of each in commissioned personnel (pilots, observers and non-fliers)?

Answer: Bombing and Observation Squadron:
Prescribed - Twelve Officers:
One Captain.
Five First Lieutenants.
Six Second Lieutenants.

Pilots - Twelve.
Observers - None
Non-Fliers - None.

Average - Eight Officers:
One Captain.
Three First Lieutenants.
Four Second Lieutenants.

Pilots - Eight
Observers - None
Non-fliers - None.

The Pursuit Squadron:
Prescribed - Eleven Officers:
One Captain
Five First Lieutenants.
Five Second Lieutenants.

Pilots - Eleven.
Observers - None
Non-fliers - None.

Average - Eight Officers:
One Captain
Three First Lieutenants.
Four Second Lieutenants.

Pilots - Eight
Observers - None
None-fliers - None.

Question:- What is the prescribed and average strength of each in enlisted personnel (pilots, observers and non-fliers)?

Answer: The Bombing and Observation Squadron:
Prescribed - Twenty-Six enlisted men.
One Sergeant, second-class, First Mechanic.
Three Corporals - mechanics.
Five Soldiers - mechanics.
One Soldier - clerk.
Twelve Soldiers - orderlies.
Four Soldiers.

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Pilots - None
Observers - None
Non-fliers - Twenty-six.

Average - Twenty-six enlisted men.
One Sergeant, second-class - First Mechanic.
Three Corporals - Mechanics.
Five Soldiers - Mechanics.
One Soldier - clerk.
Twelve Soldiers - orderlies.
Four Soldiers.

Pilots - None
Observers - None
Non-fliers - Twenty-six.

The Pursuit Squadron:
Prescribed - Twenty-one enlisted men.
One Sergeant, second-class, First Mechanic.
Two Corporals - Mechanics.
Three Soldiers - Mechanics.
Eleven Soldiers - Orderlies.
Four Soldiers.

Pilots - None
Observers - None
Non-fliers - Twenty-one.

Average - Twenty-one enlisted men:
One Sergeant, second-class, First Mechanic.
Two Corporals - Mechanics.
Three Soldiers - Mechanics
Eleven Soldiers - orderlies.
Four Soldiers.

Pilots - None
Observers - None
Non-fliers - Twenty-one.

Question:- What is the prescribed and the average strength of each in airplanes (by number only, active and reserve)?

Answer: The Bombing and Observation Squadron:
Prescribed - Thirteen Airplanes.
Active - Thirteen
Reserve - None.

Average - Seven Airplanes
Active - Seven.
Reserve - None.

The Pursuit Squadron:
Prescribed - Thirteen Airplanes.
Active - Thirteen.
Reserve - None.

Average - Six Airplanes.
Active - Six.
Reserve - None.

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III.

Question:- What is the total number of Service Squadrons, both combat and non-combat, in the Air Service (by classes and numbers)?

Answer: Three:
The Bombing and Observation Squadron.
The Pursuit Squadron.
The Headquarters and Service Squadron.

IV.

Question:- What combat, transport and training airplanes were considered as the latest standards as of January 1, 1933 (by class, name or designation of model, and year model first produced)?

Answer: Combat:
Type: Curtiss Hawk Wright Cyclone R 1820F-2 - year produced 1932.
Vought-Corsair 02U3 - year produced 1929.
(See note at end of report).

Training:
Type: Consolidated Primary Training Plane PT3.
Year produced 1928.

Transport:
None adopted.

V.

Question:- What were the total number of airplanes on hand as of January 1, 1933, with all regular and reserve forces, regardless of age or condition (by classes, whether at home or abroad, and the grand total)?

Answer: Total - Fourteen:
Seven Vought-Corsairs - 02U3.
Two Curtiss Hawks - P3.
Five Consolidated Primary Training Planes - PT3.
(See note at end of report).

VI.

Question:- What was the grand total of all commissioned officers in Aviation as of January 1,1933?
(a) How many of these officers were rated pilots?
(b) How many of these officers were rated observers?
(c) How many were non-fliers?

Answer: Officers - Twenty-Eight.
Pilots - Twenty-Eight.
Observers - None.
Non-fliers - None.

VII.

Question:- What was the grand total of enlisted men in aviation as of January 1, 1933?
(a) How many of these enlisted men were rated pilots?
(b) How many of these enlisted men were rated observers?

Answer: Total - One Hundred and Sixty-Nine.
Pilots - None
Observers - None.

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VIII.

Question:- What was the grand total number of civilian employees in military and naval aviation, and how were they assigned?

Answer: Three:
One carpenter, one mason and one radio mechanic.

IX.

Question:- What is the appropriation for aviation for the current fiscal year? (Note: Designate the fiscal year and differentiate between military and civil aviation).

Answer: Military:
Eighty-Five Thousand Three Hundred and Sixty Three Dollars and Seventy Cents. ($85,363.70).

Civil: None
Fiscal Year: July 1, 1932 - June 30, 1933.

X.

Question:- What civilian companies (foreign and domestic) were operating as of January 1, 1933?

Answer: Pan-American Airways, Inc. (American capital).

XI.

Question:- How many civilian airplanes were there as of January 1,1933? (Give number by model designations.)

Answer: Eight:
Three Fords - Tri-motor.
One Sikorsky Amphibian S-38.
Two Curtiss Robins.
One Curtiss Fledgling.
One Ryan Speedster.

XII.

Question:- What airports were operating on January 1, 1933? (Give description of those airports not previously reported on).

Answer:

City	Province	Name of Airport.
Habana	Habana	Habana Harbor
Habana	Habana	Camp Columbia
General Machado	Habana	General Machado
Mendoza	Pinar del Rio	San Julian
Pinar del Rio	Pinar del Rio	Isabel Rubio
Nueva Gerona	Isle of Pines	Nueva Gerona
Camaguey	Camaguey	Gen.Ignacio Agramonte.
Moron	Camaguey	Moron
Antilla	Oriente	Antilla
Baracoa	Oriente	Baracoa
Bayamo	Oriente	Gen. Ignacio Milans.
Cayo Mambi	Oriente	Cayo Mambi.
Guantanamo	Oriente	Guantanamo
Manzanillo	Oriente	Manzanillo
Palma Sorlian	Oriente	Estrada Palma
Santiago de Cuba	Oriente	Jesus Maria
Santa Clara	Santa Clara	Santa Clara
Cienfuegos	Santa Clara	Dienfuegos.

(Note: Four Goshawk pursuit planes were acquired by the Cuban Government in January, 1933. They are not included in these figures).

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By AMF NARS, Date 05/04/89

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WAR DEPART.

AMERICAN EMBASSY

OFFICE OF THE MILITARY ATTACHE
HAVANA, CUBA.

Sept. 6, 1934.

No. 4743

Subject: Annual Report of Air Service

To: Chief, Military Intelligence Division.

RECEIVED G/2 W. D. SEP 11 1934

1. Attached hereto is Annual Report on Air Service of Cuba, as of July 1, 1934.

L. V. H. Durfee,
Captain, Infantry,
Assistant Military Attache.

Encl. Air Report
(6 copies)

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NND 740058
By AMF NARS, Date 05/04/89

OPERATIONS DIVISION OF STAFF
MIL. INTEL. DIV.
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WAR DEPARTMENT

ANNUAL REPORT OF AIR SERVICE IN CUBA.

As of July 1, 1934.

(1) Question:- What is the largest tactical Air Service organization on duty?

Answer:- The present Air Service of Cuba has no tactical organization. Since the overthrow of the Army on Sept. 4,1933, the Air Service has had to be built up from the ground with new personnel. At present the personnel is being taught to fly and no units have been organized.

(2) Question:- What organization is equivalent to the U.S. Air Corps Combat Squadron?

Answer:- Not applicable.

(3) Question:- What is the total number of service squadrons, both combat and non-combat in the Air Service (by classes and numbers)?

Answer:- See answer to No.1 above.

(4) Question:- What combat, transport and training airplanes were considered as the latest accepted standards as of July 1,1934 (by class, name or designation of model, and year the model was first produced)?

Answer:- Combat: Curtis Hawk Wright Cyclone R-1820 F-2; year produced 1932.
Vought-Corsair 02U3; year produced 1929.

Transport: None adopted.

Training: Consolidated Primary Training PT3; year produced 1928

(5) Question:- What were the total number of airplanes on hand as of July 1, 1932, with all regular and reserve forces, regardless of age or condition (by classes, whether at home or abroad, and the grand total)?

Answer:- Total - Seventeen.
Five Corsairs 02U3.
Five Curtis Hawks *
Five Consolidated PT3
Two miscellaneous (old planes)

(*Note: Including one lost August 12,1934).

(6) Question:- What was the grand total of all commissioned officers in aviation as of July 1,1934?
(a) How many of these officers were rated pilots?
(b) How many of these officers were rated observers?
(c) How many were non-fliers?
(d) How many rated officers were disqualified physically or otherwise for the duties of such rating?

Answer:- Total - Six.
(a) One
(b) None
(c) Five
(d) None.

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(7) Question:- What was the grand total number of enlisted men in aviation as of July 1, 1934?
(a) How many were rated pilots?
(b) How many of these were rated observers?
(c) How many disqualified for duties of such rating?

Answer:- Total - One hundred and one (Including eleven cadets undergoing flying instruction).
(a) None
(b) None
(c) None.

(8) Question:- With reference to 6 (d) and 7 (c), what is the practice regarding retention or loss of aviation ratings upon physical disqualification or transfer to some other arm or branch?

Answer:- Not known, as no cases have arisen in present army. In cases of failure of cadets (enlisted men) to qualify in any phase of the training, they are returned to their units. Ten such cadets have been returned, leaving eleven still undergoing instruction.

(9) Question:- What is the appropriation for aviation for the current fiscal year? (Note: Designate the fiscal year and differentiate between military and civil aviation.)

Answer:- Not yet published. Total Army appropriation is $12,201,182.42.

(10) Question:- What civilian companies (foreign and domestic) were operating as of July 1, 1934?

Answer:- Pan-American Airways, Inc. (American capital).
Cuban National Aviation Co. S.A. (Owned by Pan-American Airways.)

Pan American Airways operates one plane daily between Miami, Florida and Havana; one plane three times weekly between Tampa, Fla. and Havana. (Leaves Tampa Monday, Wednesday, Friday - leave Havana Tuesday, Thursday and Saturday); one plane twice weekly to Kingston, Jamaica to connect with South American plane of same company, and one plane twice weekly to Merida, Yucatan.

(11) Question:- How many civilian airplanes were there as of July 1, 1934? (Give the number by model designation.)

Total - Seven.
Four Fords - Tri-Motor.
One Sikorsky Amphibian S-38.
One Curtiss Robin
One Curtiss Fledgling

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(12) Question:- What airports were operating on July 1, 1934? (Give description of those airports not previously reported on.)

Answer:-

City	Province	Name of Airport.
Habana	Habana	Habana Harbor
Rancho Boyeros	Habana	Rancho Boyeros
Camaguey	Camaguey	Gen. Ignacio Agramonte
Moron	Camaguey	Moron
Antilla	Oriente	Antilla
Baracoa	Oriente	Baracoa
Cayo Mambi	Oriente	Cayo Mambi
Guantanamo	Oriente	Guantanamo
Manzanillo	Oriente	Manzanillo
Santiago de Cuba	Oriente	Jesus Maria
Santa Clara	Santa Clara	Santa Clara
Cienfuegos	Santa Clara	Cienfuegos.

(13) Question:- What is the system of training for Pilot's ratings, both heavier-than-air and lighter-than-air?

Answer:- In the Army there are eleven students being trained for Pilots ratings, under the instruction of two civilian instructors, one American and one Porto Rican. There is no lighter-than-air activity in Cuba.

(14) Question:- How are Observers obtained, and how trained?

Answer:- No attention is as yet being given to the training of observers.

(15) Question:- How many trainees are there for above ratings each year; officer, and other than officers?

Answer:- This is the first year in which the present Army has been functioning. At present there are no officers and eleven enlisted men being trained. Those who successfully complete their training will undoubtedly be given commissions in the Army Air Service.

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M.I.D – O.N.I. JOINT FORM
TO BE SUBMITTED ANNUALLY ON 1 SEPT.
DATA AS OF 1 JULY

CONFIDENTIAL

NATION Cuba

AVIATION STATISTICS
SHEET THREE

(A) PERSONNEL		1	2	3	4	5	6	7	8
		REGULARS				RESERVES			
		ARMY	NAVY	AIR FORCE		ARMY	NAVY	AIR FORCE	
1	NO. OF OFFICER PILOTS	1							
2	NO. OF ENLISTED PILOTS Cadets	11							
3	NO. OF OFFICER OBSERVERS								
4	NO. OF ENLISTED OBSERVERS								
5	NO. OF NON-FLYING OFFICERS SERVING ON AERONAUTIC DUTY								
6	NO. OF NON-FLYING ENLISTED MEN SERVING ON AERONAUTIC DUTY								
7	NO. OF NON-FLYING OFFICERS	5							
8	NO. OF NON-FLYING ENLISTED MEN	90							
9	Civilian Instructors	2							
10									
TOTALS		109							

REMARKS.

(B) FLYING STATISTICS		1	2	3	4	5	6	7	8	9	10	11	12
		REGULAR PILOTS				RESERVE PILOTS				STUDENT PILOTS			
		ARMY	NAVY	AIR FORCE		ARMY	NAVY	AIR FORCE		ARMY	NAVY	AIR FORCE	
1	MINIMUM FLYING HRS. PER YEAR TO DRAW FLIGHT PAY.												
2	AVERAGE FLYING HRS. PER YEAR PER PILOT												
3	TOTAL FLYING HRS. OF YEAR IN THE AERONAUTIC ORGANIZATION.												
4	TOTAL NUMBER OF DEATHS												
5	TOTAL NUMBER OF FATAL ACCIDENTS												
6	TOTAL NUMBER OF STUDENTS TRAINED.												
7	TOTAL NUMBER OF OBSERVERS TRAINED.									21			
8													
9													

REMARKS.

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SEP 1 1942
WAR DEPARTMENT

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NND 740058
By AMF NARS, Date 05/04/89

M.I.D. - O.N.I. JOINT FORM

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AVIATION STATISTICS

NATION Cuba

SHEET ONE

NUMBERS OF SQUADRONS AND PLANES

TO BE SUBMITTED ANNUALLY ON 1 SEPTEMBER, DATA AS OF 1 JULY. INTERIM CORRECTIONS WHEN MAJOR CHANGES REQUIRE THEM. THE SAME PLANE SHOULD NOT APPEAR TWICE IN ANY COLUMN FROM 4 TO 10 INCLUSIVE. THE TOTAL OF COLUMNS 4 TO 9 INCLUSIVE SHOULD REPRESENT ALL MILITARY AIRCRAFT ON HAND BOTH OPERATING AND IN STORE OR UNDER REPAIR. DESIGNATE AN ESTIMATED FIGURE BY FOLLOWING IT WITH THE LETTER E.

		NUMBERS OF SQUADRONS									NUMBERS OF PLANES																				
		1			2			3			4			5			6			7			8			9			10			11		
		COMBAT SQUADRONS			NON-COMBAT SQUADRONS			RESERVE SQUADRONS			OPERAT'G PLANES IN COMBAT SQUADRONS			OPERAT'G PLANES IN NON-COMBAT SQUADRONS			OPERAT'G PLANES IN RESERVE SQUADRONS			SPARE PLANES			OBSOLETE PLANES			EXPERIMENTAL PLANES			PLANES ON CONTRACT BUT NOT YET DELIV'D					
		ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE
1	PURSUIT										4+									1													
2	ATTACK																																
3	OBSERVATION										5																						
4	LIGHT BOMBING																																
5	HEAVY BOMBING																																
6	PATROL																																
7	TORPEDO																																
8	TRAINING										5-																						
9	UTILITY & MISCEL.										°2																						

NOTES & REMARKS

The Cuban air force has no organization into squadrons at present.

+ Including the plane lost Aug. 12th

° One old Robin and one old plane used for photographic purposes

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By AMF NARS, Date 05/04/89

M.I.D. – O.N.I. JOINT FORM

TO BE SUBMITTED ANNUALLY ON 1 SEPT. DATA AS OF 1 JULY.

CONFIDENTIAL

AVIATION STATISTICS
SHEET TWO
AIRCRAFT CHARACTERISTICS AND PERFORMANCE

NATION Cuba

PERFORMANCE FIGURES BASED ON GROSS WEIGHT UNLESS OTHERWISE SPECIFIED.

ALL FIGURES AND MEASUREMENTS TO BE REDUCED TO U.S. SYSTEM OF FEET, POUNDS, GALLONS, ETC. DESIGNATE AN ESTIMATED FIGURE BY FOLLOWING IT WITH THE LETTER E. SUPPLEMENT "REMARKS" BY NOTES AT BOTTOM OF SHEET.

AIRCRAFT			ENGINES						WEIGHTS			GENERAL DATA							PERFORMANCE								ARMAMENT						REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
NAME AND MODEL NO.	CLASS	YEAR	NAME AND MODEL NO	NUMBER AND ① TYPE	COOLING MEDIUM ②	GEAR RATIO ③	HORSEPOWER AT SEA LEVEL	HORSEPOWER AT CRITICAL ALTITUDE	CRITICAL ALTITUDE (FEET)	WEIGHT – LBS. GROSS (NORMAL)	WEIGHT – LBS. OVERLOAD (GROSS)	WEIGHT – LBS. EMPTY	NO. IN CREW	SPAN (FEET)	WING AREA (SQ. FT.)	CAPACITY – GALS. GASOLINE NORMAL	CAPACITY – GALS. GASOLINE OVERLOAD	CAPACITY – GALS. OIL	PROPELLER ④	MAX. SPEED M.P.H. SEA LEVEL	MAX. SPEED M.P.H. CRITICAL ALTITUDE	SPEED M.P.H. LANDING	SPEED M.P.H. CRUISING	CLIMB ⑤ TIME / ALT.	CLIMB ⑤ TIME / ALT.	SERVICE CEILING (FEET)	ENDURANCE HRS. MAX. SPEED	ENDURANCE HRS. CRUISING SPEED	GUNS TYPE	GUNS NO.	GUNS CALIBER	AMMUNITION (ROUNDS PER GUN)	LARGEST BOMB WHICH CAN BE CARRIED	TOTAL BOMB WEIGHT	
Corsair	Obs	1929	Wasp C	1-R	A		425	425					1	38	330	100	0	7	M-A	130	130	60	110	5-5000	13-10000	18000	3	4	Marlin	2	.30	200	130	520	5 planes
Curtis-Hawk	Export	1929	Wasp C	1-R	A		425	425					1	34	480	100	0	8	M-A	150	150	55	120	4-10000	10-20000	28000	3	4	Colt	2	.30	250	130	520	1 plane
Curtis-Hawk	Export	1933	Cyclone R-1820	1-R	A		650	650					1	34	480	100	0	8	M-A	197	197	65	160	4-10000	10-20000	28000	2½	3½	Colt	2	.30	250	130	520	3 planes *
Consolidated	PT	1928	Wright J-5	1-R	A		220	220					2	38	330	60	0	5	M-A	100	100	45	80	9-5000	22-10000	12000	4	5							5 planes

* Including the plane lost Aug 12

① TYPE: – R=RADIAL, RR=TWO ROW RADIAL, V=VEE, L=LINE ② COOLING MEDIUM: – A=AIR, C=CHEMICAL, W=WATER, S=STEAM ③ DASH(–) INDICATES ENGINE IS NOT GEARED ④ PROPELLER: – M=METAL, W=WOOD, A=ADJUSTABLE PITCH, 2=2 BLADED, 3=3 BLADED ⑤ 3-5000 INDICATES THAT THREE MINUTES ARE REQUIRED TO CLIMB TO 5000 FT.

NOTES.

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By AMF NARS, Date 05/04/89

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AMERICAN EMBASSY

OFFICE OF THE MILITARY ATTACHE
HAVANA, CUBA.

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October 18, 1934

No. 4779

Subject: Aviation Intelligence.

To: Chief, Military Intelligence Division.

1. The enclosed blue prints are exact copies of those forwarded by this office on September 6,1934, and are forwarded in compliance with Circular Letter No. 40, dated September 21, 1934.

L. V. H. Durfee,
Captain, Infantry,
Assistant Military Attache.

encl.blue prints.

1st. Ind.

Office of the Military Attache, Havana, Cuba, October 18, 1934: To - Chief, Military Intelligence Division.

1. Approved.

T. N. Gimperling,
Lieut. Colonel, Infantry,
Military Attache.

Encls. withdrawn in L/a Seat.

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NND 740058
By AMF NARS, Date 05/04/89

OCT 21 1934
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

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NND 740058
By AMF NARS, Date 05/04/89

M.I.D. – O.N.I. JOINT FORM

CONFIDENTIAL

AVIATION STATISTICS

SHEET ONE

NUMBERS OF SQUADRONS AND PLANES

NATION Cuba

TO BE SUBMITTED ANNUALLY ON 1 SEPTEMBER, DATA AS OF 1 JULY. INTERIM CORRECTIONS WHEN MAJOR CHANGES REQUIRE THEM. THE SAME PLANE SHOULD NOT APPEAR TWICE IN ANY COLUMN FROM 4 TO 10 INCLUSIVE. THE TOTAL OF COLUMNS 4 TO 9 INCLUSIVE SHOULD REPRESENT ALL MILITARY AIRCRAFT ON HAND BOTH OPERATING AND IN STORE OR UNDER REPAIR. DESIGNATE AN ESTIMATED FIGURE BY FOLLOWING IT WITH THE LETTER E.

	NUMBERS OF SQUADRONS									NUMBERS OF PLANES																				
	1			2			3			4			5			6			7			8			9			10			11		
	COMBAT SQUADRONS			NON-COMBAT SQUADRONS			RESERVE SQUADRONS			OPERAT'G PLANES IN COMBAT SQUADRONS			OPERAT'G PLANES IN NON-COMBAT SQUADRONS			OPERAT'G PLANES IN RESERVE SQUADRONS			SPARE PLANES			OBSOLETE PLANES			EXPERIMENTAL PLANES			PLANES ON CONTRACT BUT NOT YET DELIV'D					
	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE
1 PURSUIT										+4									1													
2 ATTACK																																
3 OBSERVATION										3																						
4 LIGHT BOMBING																																
5 HEAVY BOMBING																																
6 PATROL																																
7 TORPEDO																																
8 TRAINING										5°																						
9 UTILITY & MISCEL										2																						

NOTES & REMARKS

The Cuban Air force has no organization into squadrons at present.

+ Including the plane lost Aug 12, 1934

° One old Robin & one old plane used for photographic purposes.

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By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
OCT 1934
WAR DEPARTMENT

6-1 2079-15
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Aviation
7

G-2 Report

C U B A

RECEIVED G/2 W.D. OCT 23 1934

AVIATION INTELLIGENCE

1. In compliance with paragraph 7 of instructions for submitting aviation intelligence, the following report is submitted:

(a) APPROPRIATIONS

It is not known in this office what monies have been appropriated for aviation purposes. The appropriation for the Department of National Defense amounts to some $12,201,000, but that for the various branches of the military and naval service has not been published. The subsidy of approximately $15,000.00 per month which the Machado Government contracted for in March, 1932, has not been paid since June, 1933. . The Compania Cubana de Aviacion is at present negotiating a contract for less money, which, it is hoped, the present Government will pay.

(b) PRODUCTION

There is no production of aircraft in Cuba. All planes belonging to the Army (there are none in the Navy) are American made.

(c) BASES

The only military air base in Cuba is at the aviation field at Camp Columbia. At this field there are sufficient hangars to house some thirty-five or forty planes. There are also adequate facilities for servicing and overhauling. I have been informed that the facilities are so complete that they are able to manufacture a complete plane, with the exception of motors. There are no installations for defense at Camp Columbia; the only weapons for protection against aircraft being the .50 calibre anti-aircraft machine guns located in the various Army posts surrounding the City of Havana. Apparatus such as sound detector equipment and other modern devices is completely lacking.

(d) ORGANIZATION

The Cuban Air Force has no tactical organization. After the revolution of September, 1933, all the officer pilots left the service, and the past year has been spent in training new men in the art of flying.

(e) TRAINING -/

No tactical training of any value has been given to the present personnel of the Air Service. Having been left without pilots or instructors, it was essential for the new Army to find someone who could teach men to fly. In the spring of 1934, the Army contracted with Mr. J. L. Povey, an American, to teach aviation. As has been reported before, Mr. Povey is an excellent flyer, though without military experience. Since his arrival, he has had remarkable success and has turned out some eleven pilots. These men can fly in a rather close formation and appear to be confident of their ability. There have been no fatalities and only one crash, which happened to Mr. Povey himself on August 12th. Mr. Povey is considerably handicapped because he speaks no Spanish and all of his instructions must be translated.

(f) TECHNICAL MATTERS

This paragraph is hardly applicable to Cuban aviation, since the Force is so small and the only planes available are

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those which were taken over from the former regime.

(g) OPERATIONS

The training of the Cuban Air Force has not reached the point where "war doctrine and combat theory" may be considered. There are no operations from naval vessels, since the largest ships of the Navy are two small, practically obsolete, gunboats, and the Cuban Air Force has no connection with the Navy whatsoever.

(h) LIGHTER-THAN-AIR

There are no lighter-than-air activities in Cuba.

L. V. H. Durfee,
Captain, Infantry,
Assistant Military Attache.

LVHD:vm

1st. Ind.

Office of the Military Attache, Havana, Cuba, October 18, 1934:
To: Chief, Military Intelligence Division.

1. Approved.

T. N. Gimperling,
Lieut. Colonel, Infantry,
Military Attache.

From M.A., Cuba.
October 18, 1934.

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OCT 21 1934

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

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WAR DEPARTMENT

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M.I.D – O.N.I. JOINT FORM

TO BE SUBMITTED ANNUALLY ON 1 SEPT.
DATA AS OF 1 JULY

CONFIDENTIAL

NATION Cuba

AVIATION STATISTICS

SHEET THREE

(A) PERSONNEL

		1	2	3	4	5	6	7	8
		REGULARS				RESERVES			
		ARMY	NAVY	AIR FORCE		ARMY	NAVY	AIR FORCE	
1	NO. OF OFFICER PILOTS	1							
2	NO. OF ENLISTED PILOTS Cadets	11							
3	NO. OF OFFICER OBSERVERS								
4	NO. OF ENLISTED OBSERVERS								
5	NO. OF NON-FLYING OFFICERS SERVING ON AERONAUTIC DUTY								
6	NO. OF NON-FLYING ENLISTED MEN SERVING ON AERONAUTIC DUTY								
7	NO. OF NON-FLYING OFFICERS	5							
8	NO. OF NON-FLYING ENLISTED MEN	90							
9	Civilian-Instructors	2							
10									
	TOTALS	109							

REMARKS.

(B) FLYING STATISTICS

		1	2	3	4	5	6	7	8	9	10	11	12
		REGULAR PILOTS				RESERVE PILOTS				STUDENT PILOTS			
		ARMY	NAVY	AIR FORCE		ARMY	NAVY	AIR FORCE		ARMY	NAVY	AIR FORCE	
1	MINIMUM FLYING HRS. PER YEAR TO DRAW FLIGHT PAY.												
2	AVERAGE FLYING HRS. PER YEAR PER PILOT												
3	TOTAL FLYING HRS. OF YEAR IN THE AERONAUTIC ORGANIZATION.												
4	TOTAL NUMBER OF DEATHS												
5	TOTAL NUMBER OF FATAL ACCIDENTS												
6	TOTAL NUMBER OF STUDENTS TRAINED.									21			
7	TOTAL NUMBER OF OBSERVERS TRAINED.												
8													
9													

REMARKS.

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TO BE SUBMITTED ANNUALLY ON 1 SEPT.
DATA AS OF 1 JULY.

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AVIATION STATISTICS
SHEET TWO
AIRCRAFT CHARACTERISTICS AND PERFORMANCE

NATION Cuba

PERFORMANCE FIGURES BASED ON GROSS WEIGHT UNLESS OTHERWISE SPECIFIED.

ALL FIGURES AND MEASUREMENTS TO BE REDUCED TO U.S. SYSTEM OF FEET, POUNDS, GALLONS, ETC. DESIGNATE AN ESTIMATED FIGURE BY FOLLOWING IT WITH THE LETTER E. SUPPLEMENT "REMARKS" BY NOTES AT BOTTOM OF SHEET.

AIRCRAFT			ENGINES							WEIGHTS			GENERAL DATA							PERFORMANCE									ARMAMENT						REMARKS
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.
NAME AND MODEL NO.	CLASS	YEAR	NAME AND MODEL NO.	NUMBER AND ① TYPE	COOLING MEDIUM ②	GEAR RATIO ③	HORSEPOWER AT SEA LEVEL	HORSEPOWER AT CRITICAL ALTITUDE	CRITICAL ALTITUDE (FEET)	WEIGHT – LBS. GROSS (NORMAL)	WEIGHT – LBS. OVERLOAD (GROSS)	WEIGHT – LBS. EMPTY	NO. IN CREW	SPAN (FEET)	WING AREA (SQ. FT.)	CAPACITY – GALS. GASOLINE NORMAL	CAPACITY – GALS. GASOLINE OVERLOAD	CAPACITY – GALS. OIL	PROPELLER ④	MAX. SPEED M.P.H. SEA LEVEL	MAX. SPEED M.P.H. CRITICAL ALTITUDE	SPEED M.P.H. LANDING	SPEED M.P.H. CRUISING	CLIMB ⑤ TIME / ALT.	CLIMB ⑤ TIME / ALT.	SERVICE CEILING (FEET)	ENDURANCE HRS. MAX SPEED	ENDURANCE HRS. CRUISING SPEED	GUNS TYPE	GUNS NO.	GUNS CALIBER	AMMUNITION (ROUNDS PER GUN)	LARGEST BOMB WHICH CAN BE CARRIED	TOTAL BOMB WEIGHT	
Corsair	Obs	1929	Wasp C	1-R	A		425	425					1	38	330	100	0	7	M-A	130	130	60	110	5/5000	13/10000	18000	3	4	Marlin	2	.30	200	130	520	There are 5 of these planes
Curtis-Hawk	Export	1929	Wasp C	1-R	A		425	425					1	34	480	100	0	8	M-A	150	150	55	120	4/10000	19/20000	28000	3	4	Colt	2	.30	250	130	520	There is 1 of these
Curtis-Hawk	Export	1933	Cyclone R-1820	1-R	A		650	650					1	34	480	100	0	8	M-A	197	197	65	160	4/10000	19/20000	28000	2½	3½	Colt	2	.30	250	130	520	There are 3 of these planes*
Consolidated	P.T.	1928	Wright J-5	1-R	A		220	220					2	38	330	60	0	5	M-A	100	100	45	80	9/5000	22/10000	12000	4	5							There are 30 of these planes

① TYPE:-R=RADIAL, RR=TWO ROW RADIAL, V=VEE, L=LINE ② COOLING MEDIUM:-A=AIR, C=CHEMICAL W=WATER, S=STEAM ③ DASH(-) INDICATES ENGINE IS NOT GEARED ④ PROPELLER:-M=METAL, W=WOOD, A=ADJUSTABLE PITCH, 2=2 BLADED, 3=3 BLADED ⑤ 3-5000 INDICATES THAT THREE MINUTES ARE REQUIRED TO CLIMB TO 5000 FT.

NOTES.

* Including the plane lost Aug. 12, 1934

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By AMF NARS, Date 05/04/89

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By AMF NARS, Date 05/04/89

M.I.D. - O.N.I. JOINT FORM

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AVIATION STATISTICS

NATION Cuba

SHEET ONE

NUMBERS OF SQUADRONS AND PLANES

1-9-70

TO BE SUBMITTED ANNUALLY ON 1 SEPTEMBER, DATA AS OF 1 JULY. INTERIM CORRECTIONS WHEN MAJOR CHANGES REQUIRE THEM. THE SAME PLANE SHOULD NOT APPEAR TWICE IN ANY COLUMN FROM 4 TO 10 INCLUSIVE. THE TOTAL OF COLUMNS 4 TO 9 INCLUSIVE SHOULD REPRESENT ALL MILITARY AIRCRAFT ON HAND BOTH OPERATING AND IN STORE OR UNDER REPAIR. DESIGNATE AN ESTIMATED FIGURE BY FOLLOWING IT WITH THE LETTER E.

	NUMBERS OF SQUADRONS									NUMBERS OF PLANES																							
	1			2			3			4			5			6			7			8			9			10			11		
	COMBAT SQUADRONS			NON-COMBAT SQUADRONS			RESERVE SQUADRONS			OPERAT'G PLANES IN COMBAT SQUADRONS			OPERAT'G PLANES IN NON-COMBAT SQUADRONS			OPERAT'G PLANES IN RESERVE SQUADRONS			SPARE PLANES			OBSOLETE PLANES			EXPERIMENTAL PLANES			PLANES ON CONTRACT BUT NOT YET DELIV'D					
	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE
1 PURSUIT										1									2		-												
2 ATTACK																												1					
3 OBSERVATION										5																							
4 LIGHT BOMBING																																	
5 HEAVY BOMBING																																	
6 PATROL																																	
7 TORPEDO																																	
8 TRAINING										5																							
9 UTILITY & MISCEL										2 x																							
Cargo-Cruiser																												1					

NOTES & REMARKS

x One old Robin and one old plane used for photographic purposes.

The figures given above are for the entire Cuban Air force. There is no squadron organization.

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M.I.D. – O.N.I. JOINT FORM
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DATA AS OF 1 JULY. 1935

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AVIATION STATISTICS
SHEET TWO
AIRCRAFT CHARACTERISTICS AND PERFORMANCE

NATION Cuba

PERFORMANCE FIGURES BASED ON GROSS WEIGHT UNLESS OTHERWISE SPECIFIED.

ALL FIGURES AND MEASUREMENTS TO BE REDUCED TO U.S. SYSTEM OF FEET, POUNDS, GALLONS, ETC. DESIGNATE AN ESTIMATED FIGURE BY FOLLOWING IT WITH THE LETTER E. SUPPLEMENT "REMARKS" BY NOTES AT BOTTOM OF SHEET

AIRCRAFT			ENGINES							WEIGHTS			GENERAL DATA							PERFORMANCE								ARMAMENT						REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
NAME AND MODEL NO.	CLASS	YEAR	NAME AND MODEL NO	NUMBER AND ① TYPE	COOLING MEDIUM ②	GEAR RATIO ③	HORSEPOWER AT SEA LEVEL	HORSEPOWER AT CRITICAL ALTITUDE	CRITICAL ALTITUDE (FEET)	WEIGHT – LBS. GROSS (NORMAL)	WEIGHT – LBS. OVERLOAD (GROSS)	WEIGHT – LBS. EMPTY	NO. IN CREW	SPAN (FEET)	WING AREA (SQ. FT.)	CAPACITY – GALS. GASOLINE NORMAL	CAPACITY – GALS. GASOLINE OVERLOAD	CAPACITY – GALS. OIL	PROPELLER ④	MAX. SPEED M.P.H. SEA LEVEL	MAX. SPEED M.P.H. CRITICAL ALTITUDE	SPEED M.P.H. LANDING	SPEED M.P.H. CRUISING	CLIMB ⑤ TIME / ALT.	CLIMB ⑤ TIME / ALT.	SERVICE CEILING (FEET)	ENDURANCE HRS. MAX. SPEED	ENDURANCE HRS. CRUISING SPEED	GUNS TYPE	GUNS NO.	GUNS CALIBER	AMMUNITION (ROUNDS PER GUN)	LARGEST BOMB WHICH CAN BE CARRIED	TOTAL BOMB WEIGHT	
Corsair	Obs	1929	Wasp C	1-R	A		425	425					1	38	330	100	0	7	M-A	130	130	60	110	5/5000	13/10000	16000	3	4	Marlin	2	.30	200	130	520	There are 5 of these planes
Curtis-Hawk	Export	1929	Wasp C	1-R	A		425	425					1	34	480	100	0	8	M-A	150	150	55	120	4/10000	19/20000	28000	3	4	Colt	2	.30	250	130	520	One plane (Spare)
Curtis-Hawk	Export	1933	Cyclone R-1820	1-R	A		650	650					1	34	480	100	0	8	M-A	197	197	65	160	4/10000	19/20000	28000	2½	3½	Colt	2	.30	250	130	520	Two planes (1-Spare)
Consolidated	P.T.	1928	Wright J-5	1-R	A		220	220					2	38	330	60	0	5	M-A	100	100	45	80	9/5000	22/10000	12000	4	5							Five planes.

① TYPE:-R=RADIAL, RR=TWO ROW RADIAL, V=VEE, L=LINE ② COOLING MEDIUM:-A=AIR, C=CHEMICAL, W=WATER, S=STEAM ③ DASH(-) INDICATES ENGINE IS NOT GEARED ④ PROPELLER:-M=METAL, W=WOOD, A=ADJUSTABLE PITCH, 2=2 BLADED, 3=3 BLADED ⑤ 3-5000 INDICATES THAT THREE MINUTES ARE REQUIRED TO CLIMB TO 5000 FT.

NOTES.

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ANNUALLY ON 1 SEPT.
DATA AS OF 1 JULY 1935

~~CONFIDENTIAL~~

NATION Cuba

AVIATION STATISTICS
SHEET THREE

1-9-36

(A) PERSONNEL

		1	2	3	4	5	6	7	8
		REGULARS				RESERVES			
		ARMY	NAVY	AIR FORCE		ARMY	NAVY	AIR FORCE	
1	NO. OF OFFICER PILOTS	8							
2	NO. OF ENLISTED PILOTS Cadets	10							
3	NO. OF OFFICER OBSERVERS								
4	NO. OF ENLISTED OBSERVERS								
5	NO. OF NON-FLYING OFFICERS SERVING ON AERONAUTIC DUTY								
6	NO OF NON-FLYING ENLISTED MEN SERVING ON AERONAUTIC DUTY								
7	NO. OF NON-FLYING OFFICERS	6							
8	NO. OF NON-FLYING ENLISTED MEN	192							
9	Civilian Instructors	x 2							
10									
	TOTALS								

REMARKS. x With rank of Captain.
The aeronautic air force of the Cuban Army consists of: 3 Capts., pilots, 10 - 1st Lieuts, pilots, 9 - 2d Lieuts, pilots, 1 Sub-Officer, 33 Sgts, 24 Cpls and 135 pvts.

(B) FLYING STATISTICS

		1	2	3	4	5	6	7	8	9	10	11	12
		REGULAR PILOTS				RESERVE PILOTS				STUDENT PILOTS			
		ARMY	NAVY	AIR FORCE		ARMY	NAVY	AIR FORCE		ARMY	NAVY	AIR FORCE	
1	MINIMUM FLYING HRS. PER YEAR TO DRAW FLIGHT PAY.	60											
2	AVERAGE FLYING HRS. PER YEAR PER PILOT												
3	TOTAL FLYING HRS. OF YEAR IN THE AERONAUTIC ORGANIZATION.												
4	TOTAL NUMBER OF DEATHS	2											
5	TOTAL NUMBER OF FATAL ACCIDENTS	1	—							—			
6	TOTAL NUMBER OF STUDENTS TRAINED									9			
7	TOTAL NUMBER OF OBSERVERS TRAINED												
8													
9													

REMARKS. x ~~With rank of Captain~~.

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AMERICAN EMBASSY

OFFICE OF THE MILITARY ATTACHE
HAVANA, CUBA.

OCT 12 1935
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

3-1
2079-15
21
7

October 1, 1935.

No. 5050

Subject: Annual Report on Air Service of Cuba.

To: Chief, Military Intelligence Division,
Washington, D. C.

RECEIVED G/2 W. D. OCT 11 1935

1. Attached hereto is Annual Report on Air Service of Cuba, as of July 1, 1935.

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

Encl. Report (6 copies)

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NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
OCT 21 1935
WAR DEPARTMENT

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ANNUAL REPORT OF AIR SERVICE IN CUBA

As of July 1, 1935.

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(1) Question;- What is the largest tactical Air Service organization on duty?

Answer:- The present Air Service of Cuba has no tactical organization. Since the overthrow of the Army on Sept-4, 1933, the Air Service has had to be built up from the ground with new personnel. At present the personnel is being taught to fly and no units have been organized.

(2) Question:- What organization is equivalent to the U. S. Air Corps Combat Squadron?

Answer:- Not applicable.

(3) Question:-What is the total number of service squadrons, both combat and non-combat in the Air Service (by classes and numbers)?

Answer:- See answer to No.1 above.

(4) Question:- What combat, transport and training airplanes were considered as the latest accepted standards as of July 1, 1935 - by class, name or designation of model, and year the model was first produced?

Answer:- Combat: Curtis Hawk Wright Cyclone R-1820 F-2; year produced 1932.
Vought-Corsair 02U3; year produced 1929.

Transport: None adopted.

Training: Consolidated Primary Training PT3; year produced 1928.

(5) Question:- What were the total number of airplanes on hand as of July 1,1935, with all regular and reserve forces, regardless of age or condition (by classes, whether at home or abroad, and the grand total)?

Answer:- Total - Fifteen:
Five Corsairs-02U3
Three Curtis Hawks.
Five Consolidated PT3
Two Miscellaneous (old planes).

(6) Question:- What was the grand total of all commissioned officers in Aviation as of July 1,1935?
(a) How many of these officers were rated pilots?
(b) How many of these officers were rated observers?
(c) How many were non-fliers?
(d) How many rated officers were disqualified physically or otherwise for the duties of such rating?

Answer:- Total - 14
(a) 8
(b) None
(c) 6
(d) None

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(7) Question;- What was the grand total number of enlisted men in aviation as of July 1,1935?
(a) How many were rated pilots?
(b) How many of these were rated observers?
(c) How many disqualified for duties of such rating?

Answer:- Total - One hundred ninety-two - including ten cadets undergoing flying instruction.
(a) None
(b) None
(c) None.

(8) Question:- With reference to 6 (d) and 7 (c), what is the practice regarding retention or loss of aviation ratings upon physical disqualification or transfer to some other arm or branch?

Answer:- Not known, as no cases have arisen in present Army. In cases of failure of cadets (enlisted men) to qualify in any phase of the training, they are returned to their units.

(9) Question:- What is the appropriation for aviation for the current fiscal year? (Note: Designate the fiscal year and differentiate between military and civil aviation.)

Answer: Not known. Aviation budget was not separated from military for Fiscal Year 1935-1936,but was included without distinction,under the various Army appropriation headings.

(10) Question:- What civilian companies (foreign and domestic) were operating as of July 1,1935?

Answer:- Pan-American Airways, Inc. (American capital).
Cuban National Aviation Co.S.A. (owned by Pan-American Airways), which operates one plane per day from Havana to Guantanamo,Cuba, via Cienfuegos,Camaguey and Santiago , and return (called Route No.1); and one plane daily over Route 2, between Santiago,Antilla, Preston, Cayo Mambi and Baracoa (all in Oriente Province)
Pan-American Airways operates one plane daily between Miami, Florida and Havana; one plane twice weekly to Kingston, Jamaica,to connect with South American plane of same company, and one plane twice weekly to Merida, Yucatan.

(11) Question:- How Many civilian airplanes were there as of July 1, 1935? (Give the number by model designation.)

Answer:- Total - Six.
3 Fords - Tri-Motor.
1 Curtiss Fledgling
2 Lockheed Electra.

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By AMF NARS, Date 05/04/89

Annual Report of Air Service in Cuba.

(12) Question:- What airports were operating on July 1,1935? Give description of those airports not previously reported on.)

Answer:-

City	Province	Name of Airport
Habana	Habana	Habana Harbor
Rancho Boyeros	Habana	Rancho Boyeros
Camaguey	Camaguey	Gen.Ignacio Agramonte
Moron	Camaguey	Moron
Antilla	Oriente	Antilla
Baracoa	Oriente	Baracoa
Cayo Mambi	Oriente	Cayo Mambi
Guantanamo	Oriente	Guantanamo
Santiago deCuba	Oriente	Jesus Maria
Santa Clara	Santa Clara	Santa Clara
Cienfuegos	Santa Clara	Cienfuegos
Preston	Oriente	United Fruit
San Julian	Pinar del Rio	-
Cardenas	Matanzas	Kawama.

(13) Question:- What is the system of training for Pilots' ratings, both heavier-than-air and lighter-than-air?

Answer:- In the Army there are ten students being trained for pilots' ratings, under the instruction of two civilian instructors, one American and one Porto Rican. There is no lighter-than-air activity in Cuba.

(14) Question:- How are observers obtained, and how trained?

Answer:- No attention is as yet being given to the training of observers.

(15) Question:- How many trainees are there for above ratings each year; officer, and other than officers?

Answer:- This is the second year in which the present Army has been functioning. At present there are eight officers and ten enlisted men being trained. Those enlisted men who successfully complete their training will be given commissions in the Army Air Service.

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By AMF NARS, Date 05/04/89

AMERICAN EMBASSY

OFFICE OF THE MILITARY ATTACHE
HAVANA, CUBA.

OCT 12 1935
WAR DEPARTMENT
GENERAL STAFF
MIL. INTEL. DIV.
2078-15
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3-1

October 4, 1935

No. 5051

Subject: Aviation Intelligence

To: Chief, Military Intelligence Division,
Washington, D. C.

RECEIVED 8/1 W. D. OCT 11 1935

1. In compliance with paragraph 7 of Instructions for Submitting Aviation Intelligence, the attached report for the year 1935 is forwarded.

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

encl.report (6copies)

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NND 740058
By AMF NARS, Date 05/04/89

OCT 12 1935
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

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CUBA

AVIATION INTELLIGENCE

1. In compliance with paragraph 7 of "Instructions for Submitting Aviation Intelligence", the following report is submitted:

(a) APPROPRIATIONS

It is impossible to state, even approximately, the amount of money appropriated for aviation purposes, because the military budget, as published in the Official Gazette, does not specify what sums are for aviation. The entire budget is divided under general headings, and the Air Service is merely included with the rest of the Army.

For civilian aviation the Government has granted the Compania Cubana de Aviacion, the only civilian organization in Cuba and which is a part of the Pan-American Airways, a subsidy of $3000.00 per month for Route No. 1 (Havana-Guantanamo), and $1,300.00 per month for Route No. 2 (Santiago-Antilla-Preston-Cayo Mambi-Baracoa). In addition to this subsidy, the Company is permitted to import its planes, parts, gasoline and oils, etc., free of all import duty, and this saves the Company well over an additional $3000.00 per month. The subsidy mentioned above is being received regularly

(b) PRODUCTION

There is no production of aircraft in Cuba. All planes used on the Island, both military and by the civilian company, are of American manufacture.

(c) BASES

The only military air base in Cuba is located at the aviation field at Camp Columbia. At this field there is sufficient hangar space to house some thirty-five or forty planes. There are also adequate facilities for servicing, overhauling and repairing. There are no installations for defense at this air field; in fact, the only weapons on the Island for defense against aircraft are the .50 calibre machine guns located in the various army posts surrounding the City of Havana. Apparatus, such as sound detector equipment and other modern devices, is completely lacking.

On flights down the Island, the Cuban Army planes use the civilian landing fields, and such refueling services, etc., as these afford.

(d) ORGANIZATION

The Cuban Air Force has no tactical organization. The unit is so small, with no flyers who could be called experienced, and few who can even pilot a plane, that the entire time since the revolution of September, 1933, has been spent in teaching men to fly.

(e) TRAINING

Up to the present time, no tactical training of any value has been given to the personnel of the Air Force. After the revolution of 1933, no pilots of the old air force remained in the Army, and the Army contracted with Mr. L. J. Povey, an American, to teach aviation. He has succeeded in teaching a few men to fly, and in very good three and five plane formations. He is now working on his second class of students.

During the past year, (July 1,1934 to June 30,1935), there have been three accidents, in which the plane was lost in each case. In one of these accidents, the two occupants of the plane (both pilots) were killed.

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By AMF NARS, Date 05/04/89

AVIATION INTELLIGENCE

(f) TECHNICAL MATTERS

This paragraph is not applicable, since the Air Force is so small and the only planes on hand are those which were taken over from the old regime.

(g) OPERATIONS

The training of the Cuban Air Force has not reached the point where "war doctrine and combat theory" may be considered. The Navy has no equipment for handling planes on its vessels, since these are too small for such purposes.

(h) LIGHTER-than-AIR

There are no lighter-than-air activities in Cuba.

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By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
AUG 18 1936
2079-15
WAR DEPARTMENT

Restricted

G-2 Report

CUBA (Aviation-Military)

Subject: Annual Aviation Intelligence Report.

For the F.Y. Ending June 30,1936.

RECEIVED G/2 W. D. AUG 15 1936

1. In compliance with paragraph 7 of "Instructions for Submitting Aviation Intelligence," the following report is submitted for the Fiscal Year July 1,1935 to June 30,1936:

(a) APPROPRIATIONS:

1. Army Aviation

The pay of officers and enlisted men totalled $110,000.00. This includes 25% increased flying pay for pilots and approximately 10% increase for longevity for officers and enlisted personnel. Following are the rates of pay:

Captain.....	$1399.68
1st.Lieutenant.....	1181.06
2nd.Lieutenant.....	1006.08
Sub-Official.....	787.32
Sergeants,1st.Class.....	639.00
Sergeants,2nd.Class.....	567.00
Sergeants,3rd.Class.....	447.00
Corporal.....	351.00
Privates.....	303.00

In addition, as stated above, pilots receive 25% increased flying pay and all personnel receive 10% longevity for every five years service. Each officer receives 70 cents per day subsistence allowance and enlisted men receive 30 cents per day for same ...Total.....$ 27,000.00 *
The appropriation for clothing amounted to..... 8,000.00 *
Rental allowances for Officers..... 7,000.00 *
For purchase of airplanes and parts and for maintenance of planes, repairs, etc., and fuel and oil..... 120,000.00 *
These amounts plus the $110,000 shown above for pay of officers and enlisted men..... 110,000.00
T o t a l..... $272,000.00 *

(* Approximate amounts)

2. Navy Aviation:

This branch was organized during the Fiscal Year 1935-36, and the personnel consisted of one Lieutenant, three Ensigns and 18 enlisted men. The five planes belonging to this branch of the service were not purchased by the Navy, but were donated by young civilians who, in turn, received commissions as Navy pilots. No appropriation was shown in the budget of 1935-1936 for Navy Aviation. However, the total cost for the year may be approximated as about $60,000, which includes a separate appropriation of $35,000 for a Transatlantic flight from Havana to Spain via South American and Africa, which flight was made several months ago.

3. Subsidies:

The Compania Cubana de Aviacion (a subsidiary of the Pan-American Airways, Inc.) maintained during the F.Y.1935-36 several daily, except Sunday, routes - carrying passengers and registered mail between Havana and the interior. It received during the year a subsidy from the Government of $80,000.00. (This appropriation was not charged to the Department of National Defense).

From M.A., Havana Report No.5249 Date: August 8,1936

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NND 740058
By AMF NARS, Date 05/04/89

(b) PRODUCTION:
There is no production of aircraft in Cuba. All planes used on the Island, both military and commercial, are of American manufacture.

(c) BASES:
The only military air base in Cuba is located at the aviation field at Camp Columbia. At this field there is sufficient hangar space to house some thirty-five or forty planes. There are also adequate facilities for servicing, overhauling and repairing. There are no installations for defense at this air field; in fact, the only weapons on the Island for defense against aircraft are the .50 calibre machine guns located in the various army posts surrounding the City of Havana. Apparatus, such as sound detector equipment and other modern devices, is completely lacking. On flights down the Island, the Cuban Army planes use the civilian landing fields and such refueling services, etc., as these afford.

(d) ORGANIZATION:
The Cuban Army Air Corps has no tactical organization. The unit is so small and the pilots are just completing the advanced training stage, so that no tactical organization is feasible. The Cuban Navy Air Corps has no organization of any kind.

(e) TRAINING:
Up to the present time, most of the training has been devoted to flying. During the year - July 1,1935 to June 30,1936 - there were two accidents, in which one plane was lost and one slightly damaged. There were no casualties.

(f) TECHNICAL MATTERS:
There is nothing under this heading to report.

(g) OPERATIONS:
The training of the Cuban Air Force has not reached the point where "war doctrine and combat theory" may be considered. The Navy has no equipment for handling planes on its vessels, since they are too small for such purposes.

(h) LIGHTER-Than-AIR:
There are no lighter-than-air activities in Cuba.

(i) WAR USE OF COMMERCIAL PLANES
No effort is known to have been made concerning the conversion of the two or three planes belonging to Cuban nationals, for the purpose of war use. Commercial aviation is owned and operated by the Cia. Cubana de Aviacion, a subsidiary of the Pan-American Airways. It is American owned and the President and General Manager is an American; however, the pilots and personnel are Cuban. No attempt has been made to convert these commercial planes to war use.

(j) LICENSED PILOTS:
The number of licensed air pilots is unknown, but it is estimated at about ten, including the pilots and co-pilots of the Cia. Cubana de Aviacion.

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

Source: Personal Observation and Contacts.

TNG:vm

From M.A., Havana Report No. 5249 Date: August 8, 1936.

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NND 740058
By AMF NARS, Date 05/04/89

AUG 18 1936
WAR DEPARTMENT

3 Encls
2079-15
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AMERICAN EMBASSY

OFFICE OF THE MILITARY ATTACHE
HAVANA, CUBA.

August 8, 1936.

No. 5250.

Subject: Aviation Intelligence.

To: Assistant Chief of Staff, G-2,
War Department, Washington, D. C.

RECEIVED G/2 W. D. AUG 15 1936

1. In compliance with "Instructions for Submitting Aviation Intelligence", there is attached hereto one completed set of blueprints and report in sextuplicate on this subject for the year ending June 30, 1936.

Sent in as report #5249 Recorded as 2079-15/x3

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

Incl. as stated.

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By AMF NARS, Date 05/04/89

AUG 18 1936
CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

Encl 1
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2079-15
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M.I.D – O.N.I. JOINT FORM
TO BE SUBMITTED ANNUALLY ON 1 SEPT.
DATA AS OF 1 JULY

1936

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CONFIDENTIAL

NATION CUBA

AVIATION STATISTICS
SHEET THREE

(A) PERSONNEL		1 REGULARS ARMY	2 REGULARS NAVY	3 REGULARS AIR FORCE	4	5 RESERVES ARMY	6 RESERVES NAVY	7 RESERVES AIR FORCE	8
1	NO. OF OFFICER PILOTS	13	6						
2	NO. OF ENLISTED PILOTS	0	0						
3	NO. OF OFFICER OBSERVERS	0	0						
4	NO. OF ENLISTED OBSERVERS	0	0						
5	NO. OF NON-FLYING OFFICERS SERVING ON AERONAUTIC DUTY	0	0						
6	NO. OF NON-FLYING ENLISTED MEN SERVING ON AERONAUTIC DUTY	0	0						
7	NO. OF NON-FLYING OFFICERS	6	0						
8	NO. OF NON-FLYING ENLISTED MEN	192	18						
9	Civilian Instructors	x 2	0						
10									
TOTALS									

REMARKS. x With temporary rank of Captain

(B) FLYING STATISTICS		1 REGULAR PILOTS ARMY	2 REGULAR PILOTS NAVY	3 REGULAR PILOTS AIR FORCE	4	5 RESERVE PILOTS ARMY	6 RESERVE PILOTS NAVY	7 RESERVE PILOTS AIR FORCE	8	9 STUDENT PILOTS ARMY	10 STUDENT PILOTS NAVY	11 STUDENT PILOTS AIR FORCE	12
1	MINIMUM FLYING HRS. PER YEAR TO DRAW FLIGHT PAY.	60	0										
2	AVERAGE FLYING HRS. PER YEAR PER PILOT	80	xx										
3	TOTAL FLYING HRS. OF YEAR IN THE AERONAUTIC ORGANIZATION.	180	xx										
4	TOTAL NUMBER OF DEATHS	0	0										
5	TOTAL NUMBER OF FATAL ACCIDENTS	0	0										
6	TOTAL NUMBER OF STUDENTS TRAINED.	5	0										
7	TOTAL NUMBER OF OBSERVERS TRAINED.	0	0										
8													
9													

REMARKS. xx No record kept

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By AMF NARS, Date 05/04/89

Encs
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
AUG 18 1936
1-1 2079-15
24
WAR DEPARTMENT

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NND 740058
By AMF NARS, Date 05/04/89

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AVIATION STATISTICS
SHEET TWO
AIRCRAFT CHARACTERISTICS AND PERFORMANCE

NATION CUBA

PERFORMANCE FIGURES BASED ON GROSS WEIGHT UNLESS OTHERWISE SPECIFIED.

1936

1-9-70

ALL FIGURES AND MEASUREMENTS TO BE REDUCED TO U.S SYSTEM OF FEET, POUNDS, GALLONS, ETC. DESIGNATE AN ESTIMATED FIGURE BY FOLLOWING IT WITH THE LETTER E. SUPPLEMENT "REMARKS" BY NOTES AT BOTTOM OF SHEET

	AIRCRAFT			ENGINES						WEIGHTS			GENERAL DATA							PERFORMANCE								ARMAMENT						REMARKS
	1 NAME AND MODEL NO.	2 CLASS	3 YEAR	4 NAME AND MODEL NO.	5 NUMBER AND TYPE ①	6 COOLING MEDIUM ②	7 GEAR RATIO ③	8 HORSEPOWER AT SEA LEVEL	9 HORSEPOWER AT CRITICAL ALTITUDE	10 CRITICAL ALTITUDE (FEET)	11 WEIGHT – LBS. GROSS (NORMAL)	12 WEIGHT – LBS. OVERLOAD (GROSS)	13 WEIGHT – LBS. EMPTY	14 NO. IN CREW	15 SPAN (FEET)	16 WING AREA (SQ.FT)	17 CAPACITY – GALS. GASOLINE NORMAL	18 CAPACITY – GALS. GASOLINE OVERLOAD	19 CAPACITY – GALS. OIL	20 PROPELLER ④	21 MAX. SPEED M.P.H. SEA LEVEL	22 MAX. SPEED M.P.H. CRITICAL ALTITUDE	23 SPEED M.P.H. LANDING	24 SPEED M.P.H. CRUISING	25 CLIMB ⑤ TIME/ALT.	26 CLIMB ⑤ TIME/ALT.	27 SERVICE CEILING (FEET)	28 ENDURANCE HRS. MAX SPEED	29 ENDURANCE HRS. CRUISING SPEED	30 GUNS TYPE	31 GUNS NO.	32 GUNS CALIBER	33 AMMUNITION (ROUNDS PER GUN)	34 LARGEST BOMB WHICH CAN BE CARRIED	35 TOTAL BOMB WEIGHT	36
2	Curtis-Hawk	Export	1933	Cyclone R-1820	1-R	A	Direct	650	650	S.L.	4100		3000	1	32	320	100	0	8	M-A	197	197	65	160	6/10,000	16/10,000	28,000	2½	3½	Colt	2	.30	250	130	520	2 planes of this type
1	"	"	1929	Wasp C	"	"	"	425	425	"	4150		2850	1	32	320	100	0	8	"	150	150	55	120	6/10,000	16/10,000	28,000	3	4	"	2	.30	250	130	520	1 plane " " "
ARMY 1	Waco Military	II	1935	Wasp T-B	"	"	"	420	420	"	3400	3800	2512	2	34	330	110	0	8	*	196	196	65	126	3/5000	7/10000	22,000	3½	5	"	3	.30	500	130	520	1- " " " "
4	Corsair	Obs.	1929	Wasp C	"	"	"	425	425	"	4500		3400	1	34	330	100	0	7	M-A	130	130	60	110	5/5000	13/10,000	18,000	3	4	Marlin	3	.30	200	130	520	4 planes " " "
5	Consolidated	P.T	1928	Wright J-5	"	"	"	220	220	"	3100		2100	2	38	330	60	0	5	"	100	100	45	80	9/5,000	22/10,000	12,000	4	5	0	0	0	0	0	0	5- " " " "
1	Bellanca	Transpt	1935	Hornet-E	"	"	3to2	675	250	2500	11,400		6296	2	65	480	300	0	14	*	160	165	60	130	3/3500	12/10,000	19,000	6	8	Colt	3	.30	500	130	260	1-plane " " "
1	Robin old plane	Comm'l		Wicelle motor																															
	Fledgling	Training	1930	Challenger	1-R	A	Direct	160	160	S.L.	3100		2150	2	38		50	0	5	M-A	105	105	45	75	5/5000	20/10,000	12,000	3	3½	0	0	0	0	0	0	All old planes donated to Navy. Donors given commissions as Navy pilots. The Lockheed belonged to the Sinclair Oil Co. was wrecked and sold for $800 - repaired and flown from Brazil to Spain via Africa in 1936
	D.H. Moth	"	1929	Gypsy	1-L	"	"	90	90	"	2100		1400	2	28		26	0	3	W	95	95	40	70	5/1,000	15/10,000	14,000	3½	4½	0	0	0	0	0	0	
	Waco	"	1930	Wright	1-R	"	"	165	165	"	2650		1600	2	32		54	0	5	M-A	120	120	45	100	5/4,000	17/10,000	15,000	4½	5	0	0	0	0	0	0	
	Lockheed (Amphibian)	Adv-Trn	1929	Wasp C	"	"	"	425	425	"	4800		3200	2	36		450	0	10	*	160	160	60	140	3/5,000	17/10,000	24,000	14	18	0	0	0	0	0	0	
	Keystone-Commander	Coast Patrol	1931	Wright	"	"	"	330	330	"	3600		2800	2	34		120	0	8	M-A	110	110	60	85	3/5,000	15/7,000	9,000	4½	6	0	0	0	0	0	0	

Cost: Planes and engines purchased together - no separate costs obtainable

Total Costs

Corsair - $26,000

Curtis-Hawk - $28,000

Consolidated - $14,000

Waco - $12,000

Bellanca - $39,288

→ $124,288

① TYPE – R RADIAL, R-T TWO ROW RADIAL, V= VEE, L=LINE ② COOLING MEDIUM – A=AIR, C=CHEMICAL, W=WATER, S=STEAM ③ DASH(–) INDICATES ENGINE IS NOT GEARED ④ PROPELLER: – M=METAL, W=WOOD, A=ADJUSTABLE PITCH, 2=2 BLADED, 3=3 BLADED ⑤ 3-5000 INDICATES THAT THREE MINUTES ARE REQUIRED TO CLIMB TO 5000 FT.

NOTES.

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By AMF NARS, Date 05/04/89

AUG 18 1936
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-15
WAR 24

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By AMF NARS, Date 05/04/89

M.I.D. - O.N.I. JOINT FORM

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AVIATION STATISTICS

SHEET ONE

NUMBERS OF SQUADRONS AND PLANES

NATION CUBA

1st July, 1936

TO BE SUBMITTED ANNUALLY ON 1 SEPTEMBER, DATA AS OF 1 JULY. INTERIM CORRECTIONS WHEN MAJOR CHANGES REQUIRE THEM. THE SAME PLANE SHOULD NOT APPEAR TWICE IN ANY COLUMN FROM 4 TO 10 INCLUSIVE. THE TOTAL OF COLUMNS 4 TO 9 INCLUSIVE SHOULD REPRESENT ALL MILITARY AIRCRAFT ON HAND BOTH OPERATING AND IN STORE OR UNDER REPAIR. DESIGNATE AN ESTIMATED FIGURE BY FOLLOWING IT WITH THE LETTER E.

		NUMBERS OF SQUADRONS									NUMBERS OF PLANES																				
		1			2			3			4			5			6			7			8			9			10			11		
		COMBAT SQUADRONS			NON-COMBAT SQUADRONS			RESERVE SQUADRONS			OPERAT'G PLANES IN COMBAT SQUADRONS			OPERAT'G PLANES IN NON-COMBAT SQUADRONS			OPERAT'G PLANES IN RESERVE SQUADRONS			SPARE PLANES			OBSOLETE PLANES			EXPERIMENTAL PLANES			PLANES ON CONTRACT BUT NOT YET DELIV'D					
		ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE	ARMY	NAVY	AIR FORCE
1	PURSUIT													3																			
2	ATTACK													1																			
3	OBSERVATION													4																			
4	LIGHT BOMBING																																
5	HEAVY BOMBING																																
6	PATROL																																
7	TORPEDO																																
8	TRAINING													5	4																		
9	UTILITY & MISCEL.													2*	1**																		
10	Cargo-Cruiser													1																			

NOTES & REMARKS

x 1 Old Robin and 1 old plane used for photographic purposes.

xx 1 Keystone - Commuter (Amphibian) for Coast patrol duty (Navy)

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

SEP 9 1937
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
6-1 2079-15
9040 25
WAR DEPARTMENT
2079 52

G-2 Report

Restricted

CUBA (Aviation-Military)

Subject: Annual Aviation Intelligence Report.

RECEIVED G/2 W. D. SEP 9 1937

For the F.Y. Ending June 30, 1937:

1. In compliance with paragraph 1 of "Instructions for Submitting Aviation Intelligence," the following report is submitted for the Fiscal Year July 1, 1936 to June 30, 1937:

(a) APPROPRIATIONS:

1. Army Aviation

The pay of officers and enlisted men totalled $127,276.00. This includes 25% increased flying pay for pilots and non-pilots and approximately 10% increase for longevity for officers and enlisted personnel. Following are the base rates of pay:

Captain	$1500.00
1st. Lieutenant	1272.00
2nd. Lieutenant	1080.00
Sub-Official	787.00
Sergeant, 1st. Class	639.00
Sergeant, 2nd. Class	567.00
Sergeant, 3rd. Class	447.00
Corporal	351.00
Privates	303.00

In addition, as stated above, pilots and non-pilots receive 25% increased flying pay, and all personnel receive 10% longevity for every five years service. Enlisted men receive 30 cents per day subsistence allowance, and officers and men receive double this subsistence allowance per day of field service.....Total..$ 27,600.00

Clothing Allowance Enlisted Men	10,000.00
Rental Allowance for Officers	10,000.00
Civilian Direct, including pro rata Sec'y of Nat'l Defense, Civilian Assistants, Nat'l Arsenal	1,470.00
Maintenance and Operation Existing Plant	4,800.00
Equipment, maintenance, replacement and operation of existing equipment	52,000.00
Plus the $127,276.00 shown above for base pay of officers and enlisted men	127,276.00
	$233,146.00

2. Navy Aviation

This branch was organized during the fiscal year 1935-36, when the personnel consisted of one Lieutenant, 3 Ensigns, and 18 enlisted men. This personnel for the year 1936-37 consisted of 2 Lieutenants at $1272....$2544. 5 Ensigns at $1080.....$5400. 3 Corporals at $435... $1305. 3 Privates at $315...$945. Total....$10,194. There was no appropriation in the 1936-37 budget for Navy Aviation other than the above. The five planes belonging to this branch of the Service carried in the 1936 Aviation Report (No. 5249, index as above) were not purchased by the Navy, but were - as stated in above mentioned report - donated by young civilians who, in turn, received commissions in the Navy as pilots. Four of the planes, through lack of flight discipline and proper maintenance, have deteriorated to such an extent that they have been sold for junk. The fifth - a Lockheed Advanced Training, was placed in the National Museum, after its epoch-making flight from Brazil to Spain in 1936. Two new Stinson Standard Reliance planes have been contracted for delivery in September, to cooperate with the Army Stinson in a "Columbus Memorial Around South America Flight" in October, 1937. These planes will not be paid for from the National Defense budget, but will be liquidated by public subscriptions and memorial issue of stamps.

From M.A., Havana Report No. 5462 Date: Sept. 1,1937

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

(a) 3. SUBSIDIES: Information previously submitted in report No.5249, index as above, dated Aug.8,1936, is still correct and complete.

(b) PRODUCTION: Information submitted in report No. 5249 still correct.

(c) BASES: The only military air base in Cuba is located at the aviation field at Camp Columbia. At this field there is sufficient hangar space to house some thirty-five or forty planes. There are also adequate facilities for servicing, overhauling and repairing. There are no installations for defense at this air field. In fact, the only weapons on the Island for defense against aircraft are the 50 calibre machine guns located in the various army posts surrounding the City of Havana. Apparatus, such as sound detector equipment and other modern devices, is completely lacking. On flights down the Island, the Cuban Army planes use the civilian landing fields and such refueling services, etc., as these afford.

NAVY: Has no field of its own - rents a part of the Cia.Cubana de Aviacion Field at Rancho Boyeros.

COMMERCIAL: Excellent fields and bases at Rancho Boyeros, Camaguey and Santiago de Cuba and Antilla, for the Pan-American Airways.

LANDING FIELDS: Available to both military and commercial planes: Baracoa, Antilla, Santiago de Cuba, Holguin, Victoria de las Tunas, Bayamo, Manzanillo, Nuevitas, Camaguey, Jaranu, Cunagua, Moron,Santa Clara,Cienfuegos, Matanzas, Mariel, San Julian, Santa Lucia. Emergency Landing Fields at Maisi, Las Minas, Estrada Palma, Casanova, Media Luna, Niquero, Trinidad, San Isidro, Manquito, Perico, Las Arabus. There are no facilities for night flying in Cuba.

(d) ORGANIZATION:

The Cuban Army Air Corps is tactically organized as follows: Headquarters and Staff -- 14 officers and 92 enlisted men: 1 Pursuit Squadron - 5 officers and 50 enlisted men; 1 Observation and Light Bombardment Squadron - 5 Officers and 50 enlisted men. The Corps' authorized strength is 24 Officers and 192 enlisted men. The Cuban Navy Air Corps has no tactical organization. Its authorized strength is 7 officers, 5 cadets and 6 enlisted men.

(e) TRAINING:

Schools (Army): Located at Camp Columbia. "Captain" Leonard J.Povey, (ex-Sergeant, U.S. Air Corps), is instructor. One year course to students selected from enlisted personnel of the Army. Modified U.S. Army primary flying course - 160 hours - includes elementary flying; formation flying; aerobatics, dive and high altitude bombing, and training and observation. Advanced course is based on U.S. Army advanced flying course - 100 hours - includes avigation,cross-country, tactics and technique. There will be no additional pilots trained in 1937-38, as Capt.Povey intends to polish up the performance of the present pilots with more combat training.

Schools (Navy): Located at field of the Cia. Cubana de Aviacion (subsidiary of Pan-American Airways) at Rancho Boyeros. Lt.Alfredo Usatorres, an officer of the old Army, is Chief of Naval Aviation,and instructor. The school is in temporary disuse due to lack of suitable equipment. The Navy intends to reopen this school, moving its location to Havana Harbor, beginning Nov. 1,1937. Courses to be based on curriculum of the U.S.Coast Guard Aviation Schools.

Schools (Commercial): Commercial flying school at Cia. Cubana de Aviacion field, Rancho Boyeros, trains pilots for vacancies in this line.

Service Operations (Maintenance) ARMY: Has self-sustaining shop at Camp Columbia. Can replace parts and make all major repairs. Mechanics were trained at Kelly Field in 1917, and have been kept abreast of the times by frequent trips to the Wright Aeronautical Corporation in the United States. (Col.Ryan, present Commander at Bolling Field, stated that the mechanical condition, appearance and maintenance of the Cuban Army airplanes were excellent).

NAVY: All repairs are made by Cia. Cubana de Aviacion.

From M.A., Havana Report No. 5462 Date: Sept. 1, 1937.

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NND 740058
By AMF NARS, Date 05/04/89

(e) TRAINING (Cont'd)
Service Operations (Maintenance):
COMMERCIAL: Pan-American Airways' planes repaired in the United States. Cia. Cubana de Aviacion has a modern shop at Rancho Boyeros; completely self-sustaining; excellent mechanics trained in the United States, and all ships are kept in excellent condition

EFFICIENCY: Cuban pilots compare in flying ability favorably with U.S. pilots of like hours in the air. Judged by the pilots produced by the Army Aviation School (Camp Columbia), instruction is most satisfactory as far as it goes. There have been three forced landings, but all due to structural failures, in the four years since the revolution. There has been one crash, involving two fatalities since the revolution.

(f) TECHNICAL MATTERS:
There is nothing under this heading to report, as all planes are standard.

(g) OPERATIONS:
Information previously submitted in report No. 5249, index as above, dated August 8, 1936, is still correct and complete.

(h) LIGHTER-Than-AIR:
There are no lighter-than-air activities in Cuba.

(i) WAR USE OF COMMERCIAL PLANES:
No effort is known to have been made concerning the conversion of the some twenty planes belonging to Cuban nationals for the purpose of war use. Commercial aviation is owned and operated by the Cia. Cubana de Aviacion, a subsidiary of the Pan-American Airways, Inc. It is American owned, and the President and General Manager is an American, but the pilots and personnel are Cubans. No attempt has been made to convert these commercial planes to war use.

(j) Licensed Pilots: There are about 55 licensed pilots in Cuba, including 12 pilots of the Cia. Cubana de Aviacion, the latter being included in the Reserve.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source: Capt.L.Povey,Instructor
Cuban Air Corps.
Lt.Alfredo Usatorres,Chief
of Naval Aviation.
P.A. Airways, Inc.
Personal Observation.

EWT:vm

From M.A., Havana Report No. 5462 Date: Sept. 1, 1937.

Restricted

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Service Journals.

AUG 4 1938

WAR DEPARTMENT

6-1 2079-15 26 9040

G-2 Report

CUBA (Aviation-Military)

Subject: Annual Aviation Intelligence Report.

For the Fiscal Year Ending June 30,1938.

RECEIVED G/2 W. D. AUG 4 1938

1. In compliance with paragraph 1 of "Instructions for Submitting Aviation Intelligence," the following report is submitted for the fiscal year July 1, 1937 to June 30,1938:

(a) APPROPRIATIONS:

1. Army Aviation:

The pay of officers and enlisted men totalled $129,276.00. This includes 25% increased flying pay for pilots and non-pilots, and approximately 10% increase for longevity for officers and enlisted personnel. Following are the base rates of pay:

Captain	$1500.00
1st.Lieutenant	1272.00
2nd.Lieutenant	1080.00
Sub-Official	787.00
Sergeant, 1st.Class	639.00
Sergeant, 2nd.Class	567.00
Sergeant, 3rd.Class	447.00
Corporal	351.00
Private	303.00

In addition, as stated above, pilots and non-pilots receive 25% increased flying pay, and all personnel receive 10% longevity for every five years service. Enlisted men receive 30 cents per day subsistence allowance, and officers and men receive double this subsistence allowance per day of field service.....Total.....$ 27,000.00.

Clothing Allowance Enlisted Men	8,500.00
Rental Allowance for Officers	8,000.00
Civilian Direct, Including Pro-Rata Sec'y Nat'l Defense, Civilian Assistants, Nat'l Arsenal	1,470.00
Maintenance and Operation Existing Plant	8,966.00
Equipment, Maintenance, Replacement and Operation of Existing Equipment	140,500.00
Plus the $129,276.00 shown above for base Pay of Officers and Enlisted Men	129,276.00
Total	$ 323,712.00

2. Navy Aviation:

This branch was organized during the fiscal year 1935-36, when the personnel consisted of one Lieutenant, three Ensigns and eighteen enlisted men. This personnel for the year 1937-1938 consisted of two Lieutenants at $1272.00....$2544; five Ensigns at $1080.00.... $5400; three Corporals at $435.00.....$1305.00; five Cadets (Pvts) at $315.00.....$1575.00. Total $10,824.00.

3. Subsidies:

Information previously submitted in report No. 5249, index as above, dated August 8, 1936, is still correct and complete.

From M.A., Havana Report No. 5605 Date: July 28, 1938

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

(b) Production: Information submitted in report No.5249, dated August 8, 1936, still correct.

(c) Bases: Information submitted in report No. 5462, index as above, dated September 1, 1937, including commercial bases, landing-fields, etc., still correct.

(d) Organization:

The Cuban Army Air Corps is tactically organized as follows: Headquarters and Staff.. 14 officers and 92 enlisted men; 1 Pursuit Squadron...5 officers and 50 enlisted men; 1 Observation and Light Bombardment Squadron...5 officers and 50 enlisted men. The Corps' authorized strength is 24 officers and 192 enlisted men.

The Cuban Navy Air Corps has no tactical organization. Its authorized strength is 7 officers, 5 cadets and 3 enlisted men.

(e) Training:

Schools (Army): Located at Camp Columbia. This school is in temporary disuse due to lack of suitable instructor, since the departure of Captain Leonard J. Povey in February, 1938. Training has come to a standstill since above date, and it is the intention of the Cuban General Staff to send two Cuban pilots to the U.S. Army Air Corps Training School, and to use them as instructors after completion of their training.

Schools (Navy): Located at field of the Cia. Cubana de Aviacion (subsidiary of Pan-American Airways) at Rancho Boyeros. Lieut. Alfredo Usatorres, an officer of the old army, is Chief of Naval Aviation and also instructor.

Schools (Commercial): Commercial flying school at Cia. Cubana de Aviacion Field, Rancho Boyeros, trains pilots for vacancies in this line.

Service Operations (Maintenance) ARMY: Information submitted in report No. 5462, index as above, September 1,1937, still correct.

Service Operations (Navy): All repairs are made by the Cia. Cubana de Aviacion.

Service Operations (Commercial): Information in report No. 5462, September 1, 1937, still correct.

Efficiency: Cuban pilots compare in flying ability favorably with U.S. pilots of like hours in the air. Judged by the pilots produced by the Army Aviation School (Camp Columbia), instruction is satisfactory as far as it goes. There have been five fatal crashes in the Army and two in the Navy during the past year.

(f) Technical Matters: There is nothing to report, as all planes are standard.

(g) Operations: Report No. 5249, index as above, dated August 8, 1936, still correct and complete.

(h) Lighter-Than-Air: There are no lighter-than-air activities in Cuba.

(l) War Use of Commercial Planes: Information in report No.5462, dated Sept. 1,1937, still correct, with the exception that it is estimated there are some ten planes belonging to Cuban nationals instead of twenty.

(j) Licensed Pilots: Information in report No. 5462 dated Sept. 1,1937, still correct.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache

Source: Chief Naval Aviation
Captain Povey
Pan A merican Airways.

From M.A., Havana

Report No.5605 Date: July 28, 1938.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

JUL 10 1939
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
2079-12
27
9040
WAR DEPARTMENT

G-2 Report

~~CONFIDENTIAL~~ C-1

CUBA (Aviation-Military)

Subject: Annual Aviation Intelligence Report.

RECEIVED G/2 W. D. JUL 7 1939

For the Fiscal Year Ending June 30,1939.

1. In compliance with "Instructions for Submitting Aviation Intelligence," and Circular Letter No. 126, dated May 22, 1939, the following report is submitted covering the year July 1,1938 to June 30, 1939:

(a) APPROPRIATIONS:

1. Army Aviation:
The information contained in report No. 5605, index as above, dated July 28, 1938, is still correct and complete with the exception that, due to the fact that an average of fifteen pilots (present strength 14) was carried for the year, a savings in pay of about $7,000 was effected. This makes the total appropriation approximately $316,000.00.

2. Navy Aviation:
Information contained in report No. 5605 of July 28,1938, is still correct and complete.

3. Subsidies:
Information contained in report No. 5605 is still correct and complete.

(b) PRODUCTION:
Information contained in report No. 5249, dated August 8, 1936, is still correct and complete.

(c) BASES:
Information contained in report No. 5462, index as above, dated September 1,1937, is still correct except for landing fields. For information on these fields, refer to report No. 5696, index 8810, dated April 10, 1939.

(d) ORGANIZATION:
Information contained in report No. 5605, index as above, dated July 28,1938,with the exception that the Cuban Navy Air Corps now has an authorized strength of 7 officers and 27 enlisted men - 20 of the latter being student pilots at the Navy School. *

(e) TRAINING:
Schools (Army)
No school has been held during the past year, due to lack of instructors and equipment. It is probable that by December, 1939, the Cuban Government will have acquired four Stearman Primary Trainers, and will begin the army school again.

Schools (Navy) *
Located at Rancho Boyeros. At the present time, there are twenty enlisted student pilots attending this school.

Schools (Commercial)
Information contained in report No. 5605 still correct.

Service Operations (Army - Navy - Commercial)
Information contained in report No. 5605 still correct and complete.

Efficiency:
Cuban pilots compare in flying ability favorably with American pilots of like hours in the air, except that their desire to "show off" over-rides their better judgment and is liable to result in fatal crashes.

From M.A., Havana Report No.5725 Date: June 30, 1939.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

(f) TECHNICAL MATTERS:
Information contained in report No. 5605 of July 28,1938, still correct and complete.

(g) OPERATIONS:
Information contained in report No. 5605 of July 28,1938, still correct and complete

(h) LIGHTER-THAN-AIR:
There are no lighter-than-air activities in Cuba.

(i) WAR USE OF COMMERCIAL PLANES:
Information contained in report No. 5605 of July 28,1938, still correct and complete.

(j) FLYING HOURS AND FATAL ACCIDENTS:
The total number of hours in the air for all services during the year under discussion was 1900, making an average of 95 hours per pilot. It will be noted that the number of hours of Captain Ortiz, the latest casualty (sub-paragraph below), is figured in this total, bringing the number of pilots under consideration to 15 for the Army and 5 for the Navy, or a total of 20.

There has been one fatal accident during this period, resulting in one casualty. This casualty plus attrition from other causes has reduced the number of Army pilots from 19 to 14.

Henry A. Barber, Jr.
Major, GS., Infantry,
Military Attache.

Source:Cuban Aviation Officials
Pan-American Airways.

HAB:vm

*Note: This training is not systematic and is somewhat unofficial in nature. In some cases the enlisted men are paying for their own instruction, and it is doubtful if any efficient pilots from a military sense will result from this rather poorly equipped school.

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NND 740058
By AMF NARS, Date 05/04/89

CONFIDENTIAL
M.I.D.-O.N.I. JOINT FORM
TO BE SUBMITTED
ANNUALLY ON 1 SEPT.
DATA AS OF 1 JULY

AVIATION STATISTICS - FORM A
NUMBER OF PLANES
FORM A, SECTION I, SHEET 1

2079-15/27

CONFIDENTIAL

NATION CUBA
OFFICE Military Attache
DATE June 30,1939

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
	TYPE, NAME & MODEL OF PLANE	STANDARD AND FIRST LINE PLANES				OBSOLESCENT PLANES				EXPERIMENTAL PLANES				TOTAL PLANES				PLANES ON CONTRACT NOT YET DELIVERED			
	(FOR CHARACTERISTICS SEE FORM C)	ARMY	NAVY	AIR FORCE	TOTAL	ARMY	NAVY	AIR FORCE	TOTAL	ARMY	NAVY	AIR FORCE	TOTAL	ARMY	NAVY	AIR FORCE	TOTAL	ARMY	NAVY	AIR FORCE	TOTAL
1	OBSN AND LIBM																				
2	Voight Corsair 02U3	3	0	0	3									3	0	0	3				
3	TRAINING																	**			
4	Curtiss Wright Adv.Tr.	3	0	0	3									3	0	0	3				
5	WACO UPF	0	3	0	3									0	3	0	3				
6	TRANSPORT CARGO																				
7	Bellanca	1	0	0	1									1	0	0	1				
8																					
9																					
10	TOTAL	7	3	0	10									7	3	0	10				
11																					
12																					
13																					
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16																					
17																					
18																					
19																					
20																					
21																					
22																					

Note: 3 Curtiss-Hawk Pursuit, line 2, 1938 report, crashed.
4 Consolidated PT3, line 6, 1938 report, destroyed as obsolete.
1 Bellanca on 1937 report (crashed in Feb.1938) repaired and recommissioned.

** It is highly probable that four Stearman Primary Trainers will be bought in the near future.

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NND 740058
By AMF NARS, Date 05/04/89

3-1

2079-15/27

CONFIDENTIAL
M.I.D.-O.N.I. JOINT FORM
TO BE SUBMITTED
ANNUALLY ON 1 SEPT.
DATA AS OF 1 JULY

AVIATION STATISTICS — FORM B
NUMBER OF SQUADRONS
FORM B, SECTION I, SHEET 1

CONFIDENTIAL

NATION CUBA
OFFICE Military Attache
DATE June 30,1939

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
		SQUADRONS AT HOME																			
		ACT. COMBAT SQ'NS.				RES. COMBAT SQ'NS.				TOTAL COMBAT SQ'NS.				NON-COMBAT SQ'NS.				TOTAL SQNS. AT HOME			
		ARMY	NAVY	AIR FORCE	TOTAL	ARMY	NAVY	AIR FORCE	TOTAL	ARMY	NAVY	AIR FORCE	TOTAL	ARMY	NAVY	AIR FORCE	TOTAL	ARMY	NAVY	AIR FORCE	TOTAL
1	OBSN AND LIBM																				
2	Voight Corsair 02U3	1/3			1/3								1/3								1/3
3																					
4																					
5																					
6																					
7																					
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DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

2079-15
27

FORM "B"

CONFIDENTIAL

SUPPLEMENTARY

AIR FORCE STRENGTH REPORT

Nation CUBA

Date June 30, 1939

Air Personnel

	REGULAR ESTABLISHMENT				INACTIVE RESERVES				TOTAL AIR ESTABLISHMENT			
	ARMY	NAVY	AIR FORCE	TOTAL	ARMY	NAVY	AIR FORCE	TOTAL	ARMY	NAVY	AIR FORCE	TOTAL
OFFICERS												
Pilots	14	5		19	12							31
Student Pilots												
Student Specialists												6
All other officers	4	2		6								37
Total Officers	18	7		25								
WARRANT OFFICERS												
Pilots												
Student Pilots												
Student Specialists												
All other W. O.												
Total Warrant Officers												
CADETS												
Pilots												
Student Pilots												
Specialists												
Student Specialists												
Total Cadets												
ENLISTED MEN												
Pilots												
Student Pilots												20
Student Specialists		20		20								291
All other E. M.	187	7		194	97							311
Total Enlisted Men	187	27		214	97							
BOYS & APPRENTICES												348
GRAND TOTAL, MILITARY	205	34		239	109							
Civilian Employees												
AGGREGATE, AIR ESTABLISHMENT												

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NND 740058
By AMF NARS, Date 05/04/89

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NND 740058
By AMF NARS, Date 05/04/89

None

No Objection to Publication in Service Journals.

Classification

Enclosures

2079 - 15
29

Record Section File No.

Copy No. 6-1

For Record Section Only

RECEIVED G/2 W. D. SEP 20 1940

MILITARY INTELLIGENCE DIVISION

WAR DEPARTMENT GENERAL STAFF

MILITARY ATTACHÉ REPORT Cuba (Country Reported On)

Subject (Brief Descriptive Title) Statistics on Airplane Strength and Allotment. **I. G. No.** 9015

Source and Degree of Reliability:

Reliable

Summarization of Report When Required

In Comments on Current Events Enter Item Headings Here

Repair and Use of Old Airplanes.

2079-15/27

1. The Military Attache was informed by the Chief of the Cuban Aviation Corps, about April 1, 1940, that the three Voight Corsair 02U3 planes (see report No. 5725, dated June 30, 1939, subject, "Annual Aviation Intelligence Report") of the Cuban army had been grounded, due to age, (12 years) and poor condition, and would be destroyed.

2. Early in September, on a visit to the Aviation Field, the Military Attache observed one of these planes on the field, and, upon inquiry, found that all three have been reconditioned, and will be used in connection with the Aviation School, for flights over the field only, and for one more season only.

3. The Military Attache is of the opinion that these planes should be classed as obsolete, under the definitions contained in "Instructions for Submitting the Annual Aviation Report, General, dated April 24, 1940," and should not be included in forms B, or E of the current report.

Henry A. Barber, Jr.,
Major, G.S. Infantry,
Military Attache.

HAB:rs

G-2 Distribution: 4, 5, 6,
Copy No. 1, R/S; 2, L/C; 3, Section File

From M. A. Havana, Cuba Report No. 5910 Date September 13, 1940
This line to appear on all succeeding pages

No Objection to Publication in Service Journals.

Classification

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

RESTRICTED

Classification

None Enclosures

2079-15

30

Record Section File No.

Copy No. 6-1

For Record Section Only

MILITARY INTELLIGENCE DIVISION

WAR DEPARTMENT GENERAL STAFF

MILITARY ATTACHÉ REPORT

Cuba
Country Reported On

9160
I.G. No.

Subject Services
Brief Descriptive Title

RECEIVED G/2 W. D. JUN 27 1941

Source and Degree of Reliability:

Personal Observation,
Reliable.

Summarization of Report
When Required

In Comments on Current Events Enter Item Headings Here

Services, Cuban Air Corps

1. The Cuban air corps has only 13 planes, and these are based at the army airport, Camp Columbia.

At this port is located an efficient service unit, capable of the maintenance and repair of the planes on hand, and of their servicing. There is no "system" worthy of the name. The air corps has no separate communication system, and no photography unit. The air corps is, in fact, "attached" to the 6th Regiment, Camp Columbia, for administration and supply.

Henry A. Barber, Jr.,
Colonel, G.S., Infantry,
Military Attache.

HAB:rs

G-2 Distribution: 4, 5, 6,
Copy No. 1, R/S; 2, L/C; 3, Section File

From M. A. Havana, Cuba Report No. 6102 Date June 19, 1941
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Classification

WAR DEPARTMENT
OCS Form 17

U. S. GOVERNMENT PRINTING OFFICE 16—14547

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NND 740058
By AMF NARS, Date 05/04/89

Restricted
Classification

None Enclosures
2079 - 15 - 31
Record Section File No.
Copy No. 6 - 1
For Record Section Only

MILITARY INTELLIGENCE DIVISION
WAR DEPARTMENT GENERAL STAFF
MILITARY ATTACHÉ REPORT Cuba
Country Reported On

Subject Military Aviation - General I.G. No. 9000
Brief Descriptive Title

RECEIVED G/2 W. D. JUN 27 1941

Source and Degree of Reliability:
Personal Observation and Official - Documents, Reliable.

Summarization of Report
When Required

In Comments on Current Events Enter Item Headings Here

Military Aviation, Cuban Army.

1. The Cuban army, prior to the Revolution of Sept. 4, 1933, had a small air corps, the officers of which were instructed by a mission from the United States army air corps, in the years 1929-31 (instructors, the then Capt. Beam, Lts. Hobson and Gillespie). They used the Voigt-Corsairs, which are still in service.

2. During the fall of Machado, it was the officers of the Cuban air corps who finally told Machado that he must go, and forced him out. 2079 - 57/2

3. After the Revolution of 1933, the former pilots were all forced out, and Batista employed Mr. James I. Povey, with rank of Captain, to teach the ex-sergeants and enlisted men, now officers, to fly. This was from 1934 to 1938 (see reports 5526, Jan. 20, 1938, I.G. 9200-c (old) and 5410, June 25, 1937, 9200-c (old).

2079-57/1

4. At the instigation of various Cuban officers, who decided they knew as much as Povey did, Batista discharged Povey.

5. There ensued a period of wild flying and accidents and the closing of the Aviation School until Captain Yanes (a former pupil of the American mission) was recalled, in Sept. 19, 1939, and made Chief Instructor.

6. Since that time, the air corps has progressed favorably.

G-2 Distribution: 4, 5, 6,
Copy No. 1, R/S; 2, L/C; 3, Section File

From M. A. Havana, Cuba Report No. 6108 Date June 20, 1941
This line to appear on all succeeding pages

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NND 740058
By AMF NARS, Date 05/04/89

Restricted

7. In 1941 three officers were sent to the United States, and passed satisfactorily through our Air Corps Schools.

8. The tradition of the air corps is strongly "American."

9. It is a small organization, of only 13 planes, and is not trained nor organized tactically.

Henry A. Barber, Jr.,
Colonel, G.S., Infantry,
Military Attache.

HAB:rs

From M.A. Havana, Cuba Report No. 6108 Date: June 20,1941

Restricted

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NND 740058
By AMF NARS, Date 05/04/89

G-2
JJB

OFFICE CHIEF OF STAFF
U.S. ARMY
FEB 1
1926
2079-16
WAR DEPARTMENT

February 15, 1926.

Subject: Industrial Aviation.

To: The Military Attache, Havana, Cuba.

1. Lieutenant Van Zant formerly of the United States Air Service, upon his return from Cuba a few days ago, stated that he had received the impression while in Havana that the French were bidding very strongly for a monopoly concession on commercial aviation activities in Cuba.

It is desired that you look into this matter and make appropriate report.

Current reports here indicate that Major Thenault, Assistant Military Attache for Aviation, to the French Embassy in Washington, is soon to visit Havana on a pleasure trip. This fact is mentioned as it may have some bearing on the subject of Lieut. Van Zant's report.

For the A. C. of S., G-2:

N. E. Margetts,
Lieut. Colonel, General Staff,
Chief, M. I. 5.

ml

MAILED
FEB 16 1926

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NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
M.I. INTEL. DIV.
MAR 1 1926
WAR DEPARTMENT

3-1 2079-16

AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE.
HAVANA, CUBA.

February 20, 1926.

No. 2743

To: The A. C. of S., G-2

Subject: Industrial Aviation

M.I.2 at /A.K.B. 3/10

RECEIVED G/2 W.D., MAR 1 - 1926

1. In reply to your G-2/2079-16 of the 15th instant, there is no evidence or indication to confirm Lieutenant Van Zant's report that the French are bidding for a concession on commercial aviation activities in Cuba and so far as I am able to gather, there has been no attempt on the part of any French interests to secure aviation concessions in Cuba since the visit of Captain Charles Nungesser, whose activities were at that time reported by me in my despatch No. 2116 of February 7, 1924, copy of which is attached hereto.

2257-0-115

2. With reference to Major Thenault's visit to Cuba, the French Minister in Cuba told me several weeks ago that, owing to General Dumont's absence in France for his daughter's wedding, he would not come to Cuba at this time, as has been customary for him to do each year, and that Major Thenault had been designated to make the annual visit to Cuba in General Dumont's stead. The French Military Attachés in Washington are also accredited to Cuba.

3. Notwithstanding my impression to the contrary of the report made by Lieutenant Van Zant, I shall follow the matter up immediately and report any new information I may be able to obtain on the subject. It would be of material assistance to me if some information could be furnished me on which Lieutenant Van Zant based the report he made to your office regarding French aviation activities in Cuba.

W. H. SHUTAN,
Major, General Staff,
Military Attaché.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

MAR 1 1924
WAR DEPARTMENT
3-1 2079-16

COPY

February 7, 1924.

No. 2116

To: The A. C. of S., G-2

Subject: Captain Charles Nungesser, French Aviator

1. Captain Charles Nungesser, a French aviation ace, arrived in Havana about two months ago, and since then he has been joined by Lieutenants Weiss and Bellott, French aviators, with four "Spad" airplanes of a pursuit type which are maintained in the Cuban army hangars at Camp Columbia.

2. The reason for the presence of these French aviators and airplanes in Havana has been a source of considerable speculation on the part of the public. The leaders of the Veterans & Patriots Association have been insisting that these aviators were imported under contract by the Cuban Government for the purpose of using them against the Veterans & Patriots in the event the latter should attempt an attack on the Government.

3. Yesterday I called upon General Herrera, the Chief of Staff of the Cuban Army, and asked him the object of the visit of these aviators in Havana. He replied that when Captain Nungesser arrived in Havana he brought to General Montes, Secretary of War, a letter of introduction from José Manuel Cortina, then Secretary of the Presidency, who was at the time on leave in Paris, in which Cortina requested him (the Secretary of War and Navy) to give heed to Captain Nungesser's plan and to assist him in every way possible.

Captain Nungesser's plan was the establishment of an aviation school at Camp Columbia for the Cuban Army, under his direction, the scheme involving the purchase of forty airplanes from a French firm represented by Nungesser. After submitting his plan to the Secretary of War and Navy, that official turned Captain Nungesser over to General Herrera with instructions to advise Captain Nungesser that the Cuban Government could not give serious consideration to his plan, since in the first instance the Cuban Army could not secure from the Cuban Government sufficient funds to buy a small number of airplanes now much needed by the Army; that if the Cuban Army had sufficient funds for the purchase of airplanes and instituting a more ambitious program for the training of Cuban army officers, the Cuban Government, and the Cuban Army in particular, would be inclined to purchase American planes and secure American instructors.

4. General Herrera stated that, notwithstanding the definite disapproval of Captain Nungesser's plans by the Cuban War Department, Captain Nungesser has been carrying on a systematic campaign among

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

Members of Congress and other influential officials and politicians in Cuba, for the purpose of securing legislative authority for the establishment of an aviation school in Cuba in accordance with his plans.

General Herrera intimated to me that the attitude of Captain Nungesser is obnoxious to the War Department, and that if he does not cease this line of conduct very soon the Cuban War Department may take measures to remove the three aviators and their airplanes from Cuba.

5. Captain Nungesser and his two companions are scheduled to give exhibition flights at the Camp Columbia aviation field on the 10th inst. for the benefit of several Cuban charitable institutions.

W. H. SHUTAN,
Major, General Staff,
Military Attaché.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE.
HAVANA, CUBA.

3-1 1926 2079-16
WAR DEPARTMENT
MAR

March 1, 1926.

No. 2747

To: The A. C. of S., G-2

N. E. Margetts.

Subject: Industrial Aviation

2079-14
RECEIVED G/2 W.D. MAR 8 - 1926

1. With further reference to your G-2/2079-16, of February 15, and my reply No. 2743, of February 20, I have to advise you that the Cuban Department of Communications has been figuring on an air-mail service between Havana and Santiago de Cuba. That department's estimate is that the present amount of mail carried between Havana and Santiago averages 30,000 letters a day and that upon the establishment of an air-mail service one-third of these letters would be sent by air-mail, making a total to be carried by the air-mail of 10,000 letters a day. It is contemplated that the charge for this service will be ten cents per letter, which would net the Cuban government, according to the Department of Communication's estimate, a revenue of approximately $1,000 a day, or a total of about $365,000 a year. This project is very tentative and the discussions are most general in their character.

2. The Cuban Department of Communications has been discussing this plan in a tentative and general way with a representative of a French airplane firm, which is apparently prepared to enter into a contract to carry out this service at a rate considerably lower than the estimate of proceeds and to give a service of two planes a day each way, but no progress has been made in these discussions. It is obvious, of course, that the estimate of the Cuban Department of Communications regarding the average number of letters per day between Havana and Santiago is greatly exaggerated and the estimate that ten per cent of this number would be sent by air is absurd.

3. The Cuban War Department is strongly opposed to any plan or subsidy for a commercial mail-air service. That department contends that if the government is prepared to establish a mail-air service, the Cuban army air service is now sufficiently well equipped to inaugurate and maintain one on condition that the Cuban Department of Communications pay to the Cuban army the amount they may be prepared

copy to A. A. Gaedas, Liaison Officer, Air Service (3-8-26)
copy retained in 2079-16

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

to pay a commercial firm, with the proceeds of which the Cuban War Department could improve and increase its air service and its efficiency. It is my distinct impression that the President of Cuba favors the War Department plan over any other.

4. I questioned the Cuban Chief of Staff as to the object of the present visit here of Major Thenault and he informed me that the only official matter discussed with him was the matter of sending a few Cuban officers to the military service schools of France and that the French government had extended to the Cuban government an invitation to do so. The Chief of Staff said that if it is decided to accept this invitation, they may send two or three Cuban cavalry officers for short periods of duty with French cavalry regiments preliminary to a possibility of sending the same officers to Samaur later.

The Chief of Staff further informed me that no mention of commercial aviation activities in Cuba was made by either himself or Major Thenault during their conversation.

W. H. SHUTAN,
Major, General Staff,
Military Attaché.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

SECRET

3 encls.

MIL. INTEL. DIV.

4-1 1926 2079-16
4

G-2 Report

CUBA (Aviation)

Subject: Industrial Aviation.

RECEIVED G/2 W.D. MAR 25 1926

1. Lieutenant Colonel John A. Hambleton, U. S. Air Service Officers Reserve Corps, of Hambleton and Company, of Baltimore, a banking concern, arrived in Havana several days ago for the purpose of interesting the Cuban Government in an air mail and passenger service between Key West and Havana. Colonel Hambleton came here armed with letters of recommendation from our State Department and called upon the Ambassador for assistance in bringing his proposition before the proper Cuban authorities, and held several conferences with the Ambassador on the subject.

2. During a conversation with Colonel Hambleton regarding the project, he displayed considerable knowledge regarding the activities of the German Company known as Scadta, which has been operating an air service up the Magdalena River in Colombia for the past several years and whose representatives, with two German hydroplanes, are now in Havana. They are attempting to interest the Cuban Government in an air mail and passenger service between Cuba and Florida and from Cuba to Central and South America.

3. At my request, Colonel Hambleton dictated the attached memorandum, marked "A," which covers the activities of the Scadta Company, and his own plan for an air mail and passenger service between the United States and Cuba.

4. After Colonel Hambleton had conferred with the Cuban Department of Communications and other officials of the Cuban Government, the Ambassador instructed me to arrange an interview between Colonel Hambleton and President Machado for the purpose of discussing the matter of an air mail contract between Key West and Havana. The interview having been arranged for yesterday afternoon - March 17 - it was suggested to Colonel Hambleton that he draw up a memorandum (copy of which, marked "B," is hereto attached) of his plan and proposition so that it could be handed to the President for study before the hour of our interview. This was done and the memorandum was translated into Spanish and delivered to the President at noon yesterday.

5. At five P.M. yesterday I accompanied Colonel Hambleton for the interview with President Machado and served as interpreter for them. In introducing Colonel Hambleton to the President, I emphasized the fact that in the matter to be discussed Colonel Hambleton was representing private financial interests in the United States and was in no manner speaking for or by the authority of the United States Government. The President said that he had read with much interest Colonel Hambleton's memorandum and approved in principle the plan to establish an air mail and passenger service between Key West and Havana in the manner contemplated in the memorandum, but that since he, the President, was not an expert in aviation matters, he would place the memorandum before the

From: M.A., Havana. Report No. 2750. Date: March 18, 1926.

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By AMF NARS, Date 05/04/89

next cabinet meeting with a view to initiating action on the part of the Cuban Government for a thorough investigation and particularly to ascertain through experts of the Cuban Government the minimum expenditure necessary in order to maintain such service and as to the suitability of the equipment Colonel Hambleton's company contemplated using.

6. Colonel Hambleton replied that his company could not undertake an air mail contract with Cuba alone because the expense would be prohibitive to Cuba; that the only way an air mail service could be supported by Cuba would be in conjunction with the United States Government, each government to pay its pro-rata share based on the weight of mail carried from the respective countries; that before granting the contract, the American Government would advertise for bids and would naturally award the contract to the company offering the best terms, equipment and service and that since the American Government has had considerable experience in matters of this nature, the Cuban Government could not go wrong if it accepted the same terms and granted the same concessions as the American Government.

7. The President replied that Colonel Hambleton's argument was quite sound and accepted that proposition in principle and told Colonel Hambleton that he was authorized to so inform the postal authorities of the United States and that he, President Machado, would cooperate with them in every way possible for the establishment of an air mail and passenger service between the United States and Cuba; and that when plans are perfected in the United States, he would send there a representative of the Cuban Government with full authority to consummate the contract.

8. When the President terminated his interview with Colonel Hambleton, he told me very confidentially that representatives of French and German interests had been endeavoring recently to interest the Cuban Government in a similar service with extensions to Santiago de Cuba, with possible further extensions later to Central and South America; that he was polite to these representatives of the foreign interests, but gave them no encouragement because he realized that Havana or some other part of Cuba must in the future become the central base for commercial aviation activities between the United States, the West Indies and Central and South America; and that it was his object to prevent, as far as it is within his power to do so, commercial aviation activities in Cuba by any foreign interests other than those of the United States; that he realized fully that Cuba must go hand in hand with the United States in all matters affecting defense and commercial, political and social intercourse between the two countries and that he, personally, would never forget the many obligations the Cuban people owe to the United States and that he would make it his business to see to it that the Cuban people do not forget it also. He said farther that he would like to see American interests immediately institute commercial air activities between the United States and Mexico via Cuba; that it was his impression that foreign interests are already planning commercial aviation activities to Mexico and that the Mexican Government is prepared to hear proposals for commercial air services to that country and that it would be a matter of sincere regret to him if the American Government or American private interests allowed foreign interests to beat them in commercial air activities to Mexico.

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9. I am also enclosing herewith copy of a commercial aviation contract form, marked "C," alleged to have been used by the Scadta Company referred to in Colonel Hambleton's memorandum marked "A."

W. H. SHUTAN,
Major, General Staff,
Military Attaché.

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By AMF NARS, Date 05/04/89

Serial 1
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
4-1
2079-16
4
MAR 25 1926
WAR DEPARTMENT

Havana, Cuba,
March 15, 1926.

MEMORANDUM "A"

A German Company known as SCADTA, whose managing director is Dr. P.P. Von Bauer, has been operating a successful air service up the Magdalena River in Colombia for the past several years. During the summer of 1925 Dr. Von Bauer was instrumental in organizing what is known as the CONDOR SYNDICATE for the purpose of investigating the practicability of a Central American air service between Colon, Canal Zone, and South Florida. The Condor Syndicate is German capital and it is believed is substantially backed by the Hamburg-American Line, although I have been unable to obtain an admission of this fact. The Syndicate brought to the north coast of South America two Dornier Wahl flying boats during the summer of 1925. With these boats trial flights were made from Baranquilla to Maracaibo and Caracas, up the Magdalena River to Manizales and then across to the Canal Zone from Baranquilla. From the Canal Zone the boats worked their way north through Central American countries over the following route:

Limon, Costa Rica; San Carlos, Nicaragua; Managua, Nicaragua; Amapala, Salvador; Puerto Libertad, Salvador; San José, Guatemala; then across Guatemala via Guatemala City to Puerto Barrios on the east coast; from there to Belize, British Honduras; Cozumel, Yucatan; and across to Cape San Antonio, Cuba; from there to Havana, Key West, Miami and West Palm Beach.

During the trip stays were made in the various Central American countries traversed and Dr. Von Bauer, who was a passenger, attempted to obtain concessions from the Central American Governments concerned for the transportation of mail by air to and across their territories. A copy of the contract which he alleges he was negotiating is hereto attached. However, it is believed that certain of the contracts were not in accord with this sample and actually constituted monopolies which would have prevented other companies from carrying mail in the territories affected. It is believed that Dr. Von Bauer was not successful in obtaining these contracts from the Central American Governments on account of the disapproval of the United States State Department.

As a result of his inability to do so without the approval of the State Department and as a result of lack of assurance from the United States Post Office Department that they would cooperate in the handling of the United States mails for his company, Dr. Von Bauer realized that the project must be an American controlled one to be a success. With that in view he approached Mr. J.T.Trippe and myself, who were working on a project to create an air mail service between south Florida and Havana. He was frank in admitting his inability to go forward with his project and desired us to take the whole thing over and make it an American enterprise. So far, however, we have been unable to come to terms on the value of the assets of the Condor Syndicate. We feel that the project has much merit and from preliminary investigations have come to the conclusion that the potential traffic is sufficiently great to support the line contemplated. However, we feel that a period of several years must elapse before this traffic can be converted to the new mode of transportation. A bi-weekly service would insure much more rapid and reliable communication between the United States and ~~north/south~~ all Central American countries, as well as between the United States and north South America. Mail to the west coast of South America would also be expedited by the saving of from two to four days between New York and the Canal Zone. The service would involve savings as follows over existing facilities:

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From New York to Guatemala, 5 to 7 days
" " " " British Honduras, 3-1/2 to 7-1/2 days
" " " " Salvador, 12 to 16 days
" " " " Honduras, 12 to 16 days
" " " " Nicaragua, 10 to 16 days
" " " " Costa Rica, 10 to 14 days
" " " " Canal Zone, 2 to 4 days
" " " " Colombia, 7 to 10 days, etc.

Such a saving would, of course, improve our contact with these countries immensely and should make for increased trade and better relations.

One of the largest companies doing a general trading business with Latin America has estimated that the service would be of immense value to them in the saving of cable expenses and in enabling them to make communications more explicit and lengthy.

We feel that it is very desirable that this operating be controlled by an American company because it is the key to all air transportation between the United States and South America which may be forthcoming in the future. We do not feel that the present Condor Syndicate can in any way prevent an American company from developing the service in question. Their cooperation, however, is very desirable in view of their success on the Magdalena River, which is looked up to by every one who is familiar with it as an excellent example of what air transportation can do. People familiar with it would have much more confidence in a project if it was cooperating with the Scadta Company than they would in one which was hostile to it. We still have hopes that we may come to terms with the Condor Syndicate and gain this cooperation.

Meanwhile, however, we feel that the key to the whole situation is the service between Havana and Key West. With that in view, we are attempting to negotiate mail contracts with both the United States Government and the Cuban Government for the transportation of first class mail over this route. The United States Post Office Department is ready and willing to grant such a contract, but realizes that to create a successful operation it is necessary to have a reciprocal contract from the Cuban Government, and I am now trying to obtain assurance that such a contract will be granted and if possible to negotiate the same. The operation in question is a very expensive one and demands the best of equipment and organization to insure a safe and reliable operation.

Mr. J.T.Trippe is the managing Vice-President of the Colonial Air Transport Company which holds the first United States air mail contract let under the provisions of the Kelly Air Mail Act between Boston and New York. The company has an excellent organization and will also operate an express contract between New York and Cleveland in cooperation with the National Air Transport Company which will operate Cleveland, Chicago, Dallas, Texas.

We have a large group of very influential men actively interested in the Colonial Air Transport Company and these same individuals, as well as several others, are interested in the development of the Cuba-south Florida service. It is felt that with a period of successful operation behind the Cuban service, the same can be expanded to Central America in a sound and conservative manner and the project will be financed with this extension in view. We do not feel that it would be possible for a foreign company to compete with any company holding mail contracts on the Cuban link of the project.

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There are two ways of operating this service. One is with three-motor land machines, using land terminals, and the other is with large flying boats. So far we are inclined to favor the land operation, using three-motor Fokker planes built in the United States. These machines will fly on any one of the three motors carrying a full pay load. It is inconceivable that with proper care and attention to the motors every hour and a half that all three should go out of commission at the same time. Wright air-cooled motors would be used and the United States Navy has found these to be extremely reliable, as well as economical to handle. The machines would be equipped with a detachable life raft which would at the same time constitute a water tight mail compartment and would have sufficient buoyancy to carry passengers and crew, as well as the mail. Complete wireless equipment would be installed with communication with both Key West and Havana maintained during the entire flight.

The alternative equipment of flying boats would necessitate the use of foreign built equipment, at least during the initial stages of the operation, as we have no type in the United States that would be suitable for this work. The reliability factor would be cut down immensely, as large water-cooled motors would have to be used. The maintenance of metal hulls exposed to salt water is very difficult and corrosion will some times take place in spite of the best of care. Wooden hulls, on the other hand, are absolutely out of the question because they would break up much too quickly in any kind of a sea.

Havana harbor is not suitable for taking off and landing large flying boats when heavily loaded. The entrance is very narrow and when cross winds are encountered much difficulty would be experienced. There is also a great deal of drift wood in this harbor which would be extremely difficult to avoid when visibility was poor. A boat traveling at the rate of seventy or eighty miles an hour and striking even a small piece of drift wood would have a very serious accident indeed, as the hull would undoubtedly be punctured and the boat would probably sink very rapidly.

However, the relative merits of the two types of equipment will be gone into very thoroughly before the final decision is made.

We hope to be able to obtain the contracts in question soon enough to begin operations by the first of July. No passengers will be carried until about October, by which time the organization and equipment should be thoroughly worked out and reliability established in the highest degree.

The above statements are based on information which is believed to be thoroughly reliable. However, no responsibility is assumed on my part for them in any way and they are to be considered as only my personal opinion.

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OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
MAR 20

4-1 2075-16

Havana, Cuba,
March 16, 1926.

CONFIDENTIAL MEMORANDUM "B"

Re: THE KEY WEST-HAVANA AIR MAIL SERVICE

A group of wealthy individuals in the United States have recently become very much interested in the practical application of commercial aviation. As a result of this interest several very substantial air transport companies have been created, one of which is the Colonial Air Transport, which now holds the first United States air mail contract awarded under the recent Kelly Air Mail Act. This contract covers the transportation of air mail between Boston and New York. This company will also begin to operate an express contract between New York and Cleveland in the near future in cooperation with The National Air Transport Company, a two million dollar ($2,000,000) company, which will operate between Cleveland, Chicago and Dallas, Texas.

Certain of the individuals interested in these enterprises have been investigating the feasibility of air transportation between the United States and Cuba and Central American countries. Their investigations have resulted in a decision to form a five hundred thousand dollar ($500,000.00) company for the transportation of mail by air between Key West, Florida, and Havana, Cuba, provided equitable contracts could be arranged with the United States Post Office Department and the Cuban Post Office Department.

I have the assurance of the United States Post Office Department that such a contract would be granted just as soon as a responsible company is prepared to operate the same.

In order to insure a successful operation, however, it becomes necessary to obtain a reciprocal contract from the Cuban Government for the transportation of Cuban mail to the United States. It is, therefore, our desire to obtain assurance from the Cuban Government that it is in a position to grant such a contract at this time to a company which would be awarded the United States mail contract.

I have been given to understand that the relation between the north and south bound mail is approximately eight to five. The company would, therefore, hope to obtain a contract from the Cuban Government for the transportation of all of its first class mail to the United States, not to exceed 500 pounds per trip, at a figure five-eighths of the amount obtained from the United States Post Office Department for the transportation of all of the south bound first class mail not to exceed 800 pounds per trip. Should this relation be found incorrect, however, the company would only expect the Cuban Government to pay for its pro-rata part of the mail as determined by experts.

The United States Post Office Department has available for the transportation of United States mails over this route the sum of one hundred fifteen thousand dollars ($115,000.00) and if the United States contract were concluded for this amount, then the company would expect to conclude a contract with the Cuban Government for its proportionate amount of this sum, or based on the above mentioned relation, about seventy-one thousand dollars ($71,000.00).

The company would operate the service six days a week and would guarantee to make 300 round trips per year. The best of equipment would be installed and every facility would be made available that would insure a reliable and safe service. Passengers would be carried in addition to the mail just as soon as the reliability of the service had been proven by several months' operation.

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By AMF NARS, Date 05/04/89

Those interested in this project have carried on extensive investigations of the operation in question and last December sent a large three-motor Fokker plane over the route contemplated. As a result of this work it is believed that the most practical equipment to use would be ships similar to the one sent here last December. These machines would be built in the United States and would be engined with three American made air-cooled motors, each of the same type now used by the United States Navy and found to be extremely practical. The machines would be able to fly on any one of the three motors, thereby insuring reliability beyond any other type of equipment in the world. Complete radio would be installed in all machines and communication would be maintained between both Key West and Havana during the entire flight. Each machine would be constructed so that a water tight compartment, in which the mail is carried, would constitute a life raft sufficiently large to support passengers and crew in case of accident. This raft would be detachable and would be as sea-worthy as life rafts carried aboard steamships.

No flights would be undertaken in the face of dangerous weather conditions and safety would be the first consideration of the management. The crew would consist of a pilot and a radio operator, who would also be reserve pilot and mechanic.

The machines would be capable of a maximum speed of more than 130 miles per hour and would make the trip on a schedule of one hour and fifteen minutes so as to allow for all adverse winds. All cargoes and personnel, as well as passengers and other equipment, would be insured by reputable companies. Those interested in the project realize the necessity for careful and efficient management and will, therefore, create an organization that is qualified to conduct this service in a sound and business like manner with a minimum risk.

To summarize, the following steps on the part of the Cuban Government would be necessary to insure a successful operation of this service:

1. The granting of a four-year mail contract for an amount per year in proper proportion to the amount paid by the United States Post Office Department for south bound mail.

2. The cooperation of Cuban Government weather reporting facilities.

3. The cooperation and use of government wireless station.

4. The privilege of landing on the government field at Camp Columbia and the privilege of erecting there a small building suitable for the handling of passengers and cargoes.

5. The maintenance on the part of the government of the customs facilities at the Cuban terminal.

6. The possible erection of a hangar or the use of one existing there in case it should be found desirable to maintain a reserve machine at this end of the route.

It is very desirable that this service be inaugurated by the first of July because that is the beginning of the fiscal year and appropriations in the United States are available from that date.

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By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
MAR 30

"C"

4-1 1928 2079-16
4

BASIS OF A CONCESSION FOR COMMERCIAL AVIATION WITHIN THE TERRITORY OF - - - - - AND ITS TERRITORIAL WATERS.

The Secretary, NN, being duly authorized by the government of the Republic of ...., who hereafter in this contract will be referred to as the "government" and on the other hand, Messrs. .... representing the CONDOR SYNDICATE, which hereafter in this contract will be referred to as the "SYNDICATE," have arrived at the following agreement, which will form the basis of a concession for commercial Aviation within the territory and territorial waters of the Republic of .... . It is to be understood that this agreement, after being signed, does not in any way grant the Syndicate a monopoly, but only permits certain prerogatives, which are absolutely necessary to the introduction, organization and smooth functioning of an International Air-Transportation service. Such prerogatives are described and specified in the following paragraphs:

1)- AIR TRANSPORTATION SERVICE. The Syndicate agrees to establish a scheduled air-service between the Isthmus of Panama and the United States by way of Central America and Cuba. The northern- and the terminal port in the United States being situated at either Miami or Key West, Florida, and a stop to be made at ... on every mail flight. This service has as its object the shortening of the Mail and Passenger route between North- and South America via Cuba and Central America. With this extraordinary rapid service, the above mentioned routes may be covered in at least four or five days less than with the ordinary steamer service.

2)- AVIATION EQUIPMENT. The Syndicate will use a type of Hydroplane (with two motors each), which is especially adapted to the use in the tropics and which is capable of landing in the open sea. They will be large enough to seat comfortably ten or more passengers or to carry mail, parcel-post, valuables, baggage and general merchandise, weighing up to 1,500 kilos. The Syndicate agrees to put into service such hydroplanes, personnel, repair-shops, hangars, etc., as are technically necessary for regular scheduled service on the routes mentioned.

3)- RADIO SERVICE. In order to guarantee safe transportation service, the Syndicate will supply each hydroplane with wireless equipment thus enabling each plane to communicate with all landing Stations and receive and send messages in case of need. The government will permit the Syndicate to erect a wireless station at its air-port so that this station can always keep in touch with the hydroplanes enroute. Special regulations will be set up for such wireless service. In case the government should prefer to furnish the Radio-station, the Syndicate shall be allowed the free use of same during the days and hours of the Air-Mail Service.

4)- AIR MAIL SERVICE. In all important commercial centers of .... the Syndicate will establish agencies for the air-service, in which agencies mail of all description, registered letters, money-orders, etc., etc., as the public may entrust to the Syndicate, will be accepted. These agencies will also book passages in the hydroplanes of the Syndicate. For this extraordinary mail-service, the Syndicate will have the right to charge a special air-mail fee, payment of which shall be openly acknowledged on all envelopes, either by means of special airmail stamps or by a special rubber stamp, which is to be the sole property of the Syndicate. To insure the Post-Office of .... against suffering any loss in income from the sale of stamps, etc., the Syndicate agrees, not to transport any mail whatever, which does not bear the national stamps according to the existing regular postal tariff of .... even if the Syndicate should not make use of the national postal organization for the redistribution of the mail to the addressee. The government shall control through its regular departments or bureaus the true execution of the aforementioned stipulation. The Syndicate will cooperate with the postal administration of .... in the organization of mail connection and in the advertisement of the air-mail by means of circulars, announcements, etc.

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5)- OFFICIAL AIR MAIL SERVICE. The Syndicate agrees that each hydroplane, being dispatched in the regular service, shall carry official mail up to 2,500 grams (5-1/2 lbs.) including packing of same, without charging air-mail postage or i.e. free of charge to the government, it being understood, of course, that this official mail is to be provided with, by the sender and for account of same, all postage required by international agreements, whenever such official mail is being directed to the exterior. The government shall regulate the distribution among the various government-offices of this postage-free official mail and will cooperate with the Syndicate in the organization of the delivery and distribution of such government mail.

6)- CONNECTING AIR LINES. The concessionaires will have the right to establish air-lines within the territory of the republic of .... so as to connect the commercial centers of .... with the International air-routes mentioned in Paragraph 1.

7)- PUBLIC UTILITY. In consideration of the valuable services, which the Syndicate is about to render to the trade and to the Public in general of .... by establishing an international air-service, this service shall be classified as "Public Utility" which will enjoy the cooperation of the government. The classification as "Public Utility" includes the right of appropriation of the territories and waters necessary for establishment of air-ports, shops, hangars and works.

8)- EXEMPTION FROM DUTIES. The Syndicate will be granted exemption from duties on its importation of hydroplanes, spare-parts, tools, implements, repair-parts, materials (such as fabric, sheets and tubes of aluminum or steel, stamps and forms for the air mail), scientific instruments, files, lubricating oil and any other goods to be imported for the air-mail service for its exclusive use. The service will also enjoy exemption from all municipal- state and government taxes.

9)- FREE POSTAGE AND FREE USE OF TELEGRAPH. The Syndicate will enjoy the right of free-postage for its mail with agencies and branches within the republic of .... . The pilots, agents and directors of the Syndicate will also be granted the use, free of charge, of the Telegraph, up to 20 words (Twenty words) per message, so far as the contents of such telegrams or radiograms exclusively concern the movement of passengers, airmail, freight of the hydroplanes, parts and technical orders, traffic-regulations and other matters directly connected with the air-transport service. These free telegrams and radio-grams will conspicuously bear the signature of the direction:"AVIATICO" and shall have preference in the dispatch as "Urgent telegrams resp. radiograms." In case of trouble or air-accident or whenever these messages deal with matters of vital importance to the safety of the air-traffic, these telegraphic or radiographic dispatches, provided they are always marked "SALVAVION" shall enjoy preference over any other telegraphic or radiographic dispatches. It is to be understood that this free use of telegraph and radio shall apply to all those stations, which are under the control of the government of ....

10)- TARIFFS: Inasmuch as the Syndicate does not receive or ask for any financial assistance or subsidies for the establishment of the air-service, the Syndicate will be at liberty to stipulate its tariff for the various functions of the republic service which it shall render.

11)- CUSTOM FORMALITIES. The Syndicate is pledged to the strict observance of all existing laws and regulations of the ports of .... The government, however, will regulate the custom police and sanitary formalities in such a manner, as to cause neither delay nor expenses,

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By AMF NARS, Date 05/04/89

especially not delay, which would make it impossible for the pilots to comply with their schedule and which would occasion special risks for the safety of the machines, as for instance, the anchoring in unprotected parts of the ports, etc., etc. It is agreed upon that the hydroplanes and the airmail shall have preference over all other embarcations or services in the receiving as well as the dispatching by the authorities of the port, the custom house as well as the Administration of the postal service.

12)- JUDICIAL CHARACTER. To the air-service, suggested in this agreement by the Syndicate, the government will grant the same jurisdiction over the existing laws as are granted to commercial navigation as far as these laws are applicable to commercial air-service. The hydroplanes, however, will be exempted from paying any pier- port - or tonnage fees.

13)- DURATION OF THIS AGREEMENT. The Syndicate pledges itself to establish the service in question within two years from the date of this agreement has been approved by the .... government. For the purpose of establishing the Air-service in question, the Syndicate will organize a company, which will subscribe the necessary funds and to which the Syndicate will then transfer this present concession. In case the Syndicate should fail to establish the service within two years from date of approval by the .... government, this agreement shall be null and void.

14) - CONTRACT WITH THE GOVERNMENT OF .... The obligations and rights of the proposed new company shall be specified in a contract with the government of .... the duration of which contract shall be twenty (20) years. During this period, assuming that the company shall have complied with its obligations and keeps to the schedule (save for force mayor), the government will concede to the company the same prerogatives or privileges which it is conceding to other companies and concessionaires of similar or corresponding lines of business.

All differences which may arise between the contracting parties shall be settled by arbitration for which each party to this contract shall name one arbitrator or representative. In case of difference of opinion between these two arbitrators, they shall then together select a third, whose decision in each case shall be regarded as final. It is to be understood that the Syndicate shall in no case whatever use diplomatic channels to remove difficulties or difference.

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By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
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4-1 1926 2079-17

AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE
MEXICO CITY, MEXICO.

WAR DEPARTMENT

October 29, 1926.

NO: 1185.

SUBJECT: Cuban pilots proposed flight to Mexico.

TO: A. C. of S., G-2, W.D., Washington, D.C.

RECEIVED G/2 W.D. NOV 9 192

1. The Mexico City press of Oct. 27th. announced that two Cuban pilots, Laborde and Martull, will leave Havana soon for a flight by air-plane (not hydroplane) to Mexico City, following the route Havana - Progreso - Campeche - Puerto Mexico - Vera Cruz - Mexico City : eight days for the trip.

2. The foregoing does not pertain to the Information Digest, Mexico. It may be useful to the Military Attaché, Havana.

Edward Davis,
Lieut. Colonel, Cavalry,
Military Attaché.

D/C.

No point in sending this info. to M.A. Cuba.
M W H per ARS

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By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
G-2, INTEL. DIV.

4-1 2029-18

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WAR DEPARTMENT

G-2 Report

CUBA (Aviation)

Subject: Reorganization of Military Aviation Corps.

RECEIVED G/2 W.D. JUN 2 1927

1. There is attached hereto for the Department's information translation of the bill introduced and passed by the Cuban Senate on May 11, 1927, providing for the reorganization of the Cuban Aviation Corps. It will be observed that the bill provides for two observation and bombing squadrons and one pursuit squadron commanded by a commander-in-chief of the grade of major, with three captain pilots, twelve first lieutenants, pilots, and fifteen second lieutenants, one first lieutenant physician, one first lieutenant mechanic and three second lieutenant mechanics, a total of thirty-five officers and 169 enlisted men of various grades.

2. The bill also provides that each observation and bombing squadron shall be composed of twelve airplanes and the pursuit squadron to be composed of six pursuit planes. The squadron is to be equipped with machine guns, photographic equipment, bomb throwers, radio sets, search lights, truck and motor cycle.

3. An annual appropriation of $50,000.00 is provided for the up-keep and maintenance of the aviation corps, with an annual appropriation of not less than $100,000.00 for the purchase of materiel required. Fifty per cent of the materiel purchased is required to be convertible in order that, when so ordered by the President or the needs of the service demand, it may be used in the water. A special credit of $200,000.00 is established for the purchase of materiel for a aviation school with $40,000.00 per annum for maintenance while functioning.

4. The bill has the support of the General Staff of the Army and likewise of the President. This morning while attending the military review at Camp Columbia, I had an opportunity of talking with the President, the Chief of Staff, and the present commanding officer of the Aviation Section. The President stated that he considered the reorganization of the aviation service necessary and had in mind its gradual development as he said, "little by little." The Chief of Staff stated that it was not intended to organize the entire service at one time, hence the provision in the bill for delay in organization of the pursuit squadron. It was my understanding from our conversation that they contemplate establishing the aviation school and Major Ortega, the commanding officer of the Air Section, stated that they intend requesting the United States Government to detail not more than three air service officers to assist in the organization and early instruction of the aviation school.

5. In view of the present economy of all departments of the Cuban Government, I rather anticipate difficulty in their obtaining the desired funds as contemplated in the reorganization bill. The Department will be kept advised of any developments in connection with the pending bill and in the event the bill passes the Congress and is approved by the President, I will endeavor to give as many of the details of organization as possible.

Henry C. Clark
HENRY C. CLARK,
Capt., General Staff, Military Attaché.

From: M.A., Havana. Report No. 2935 Date: May 24, 1927.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
JUN 10 1927
5100
WAR DEPARTMENT

2079-18

G-2 Report

CUBA (Aviation)

Subject: Reorganization of Military Aviation Corps.

RECEIVED G/2 W. D. JUN 10 1927 2079-18

1. Referring to my despatch No. 2935 of May 24, 1927, forwarding translation of a bill passed by Congress providing for the reorganization of the Cuban Military Aviation Corps, I have to advise, for the Department's information, that a Presidential Decree was published in the GACETA OFICIAL of May 26, 1927, announcing the approval of the President of the said law.

2. It is my understanding that expenditures for materiel authorized in the law, particularly the purchase of bombing planes, will not be undertaken at the present time.

Henry C. Clark

HENRY C. CLARK,
Captain, General Staff,
Military Attaché.

From: M.A., Havana. Report No. 2939 Date: June 3, 1927.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

April 25, 1928.

2079-19

MEMORANDUM for

Colonel Williams:

Three cases such as this have occurred in the Air Corps and in each case the person was dropped as upon receipt of "Notification of Death" from The Adjutant General.

Recommend that this be referred to the Judge Advocate General's Office, as I believe they can furnish the most authentic information on the subject.

J. D. B.

(Inclosure:
File G-2-2079-19).

J. D. BARKER
1st Lieutenant, Air Corps,
Chief, Intelligence Section,
Information Division.
Room 1615 Branch 1551

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By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MAY 5 1928

2079-19

WAR DEPARTMENT
KHW/bap

2079-19 3rd Ind.
G-2, W.D., May 3, 1928 - To: Military Attache, Havana, Cuba.

Returned, inviting attention to preceding indorsement.

For the A. C. of S., G-2:

Vaughn W. Cooper,
Lieut. Colonel, General Staff,
Executive Officer, G-2.

MAILED G/2 W. D. MAY 4 - 1928

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NND 740058
By AMF NARS, Date 05/04/89

MAY 5 1928
2079-19
WAR DEPARTMENT

Military Affairs
J.A.G. 210.86-hjb 2nd Ind.

War Department, J. A. G. O., MAY - 2 1928 - To The Executive Officer, C-2.

1. Reference 1st Ind., 2079-19, C-2, W.D., April 26, 1928, to this office on letter from the Office of the Military Attache, American Embassy, Havana, Cuba, to A. C. of S. G-2, April 20, 1928, Subject: "Aviation accident in Cuba."

2. The basic communication, referring to the recent disappearance in Cuba of a Cuban aviation pilot and student passenger while on an instruction flight by airplane, requests information as to the law and regulations under which our War Department, in a similar case arising in the United States Army, would decide as to the presumption of death and related legal questions. The indorsement in reference calls upon this office for the desired information.

3. In cases of unexplained disappearance of military personnel the War Department recognizes and applies the English Common Law rule which obtains in the American civil courts in jurisdictions where a different statutory rule does not exist, namely in substance, that mere unexplained absence alone must continue for seven years in order to raise a presumption of death. However, where there is satisfactory evidence establishing a probability that the missing person died at some particular time, such, for example, as evidence of his having been exposed to unusual peril of death under such circumstances as would account for the disappearance of the body, and the otherwise unexplained absence of the person from his proper domicile or station has continued under such circumstances and for such period as to render improbable any other theory to account for such absence, his death at the time of exposure to such peril may be presumed. In such cases there is no general rule for determination as to what constitutes satisfactory evidence of the probability of death, and each such case is considered and decided upon its own merits, with regard to common sense and such

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pertinent precedents as may exist.

4. Of such cases that have arisen in the United States Army, the one most similar to the Cuban case mentioned, is that of Colonel Francis O. Marshall, Cavalry, and Lieutenant Chas. L. Webber, Air Service, who left Rockwell Field, near San Diego, California, at 9:15 A. M., December 7, 1922, in a De Haviland Airplane piloted by Lieutenant Webber, to fly to Tucson, Arizona, 350 miles eastward. Colonel Marshall, who was assistant to the Chief of Cavalry, was engaged in a tour of inspection of Cavalry posts, and had arranged to make parts of his journey by airplane to save time. Lieutenant Webber, an experienced pilot stationed at Rockwell Field, and thoroughly familiar with the route, had volunteered to pilot Colonel Marshall to Tucson, and competent orders had been issued for the flight. The plane was comparatively new, completely equipped, fully serviced, thoroughly inspected, and capable of sustained flight for seven hours, or about 650 miles. At the time of the start the weather was cloudy to the eastward of San Diego, but showed signs of clearing.

The plane took off normally and within a few minutes disappeared in the clouds to the eastward. No reliable information of its movements thereafter was ever received. Beginning on the morning of December 8, 1922, an exhaustive search with airplanes, cavalry, automobiles and other means was conducted for more than a month, covering the entire area both north and, with the consent and cooperation of the Mexican Government, south of the Mexican Border, within the flying radius of the plane. On January 17, 1923, no trace of the plane or its occupants having meanwhile been discovered, a board of officers, convened by proper authority pursuant to Army regulations, met at Rockwell Field, "to investigate and report upon the disappearance and probable death of Colonel Francis O. Marshall, Cavalry, and First Lieutenant Charles L. Webber, Air Service". On the following day, the board having heard evidence showing the facts to be substantially as above indicated, found that the missing officers "met their death, on or about December 7, 1922, somewhere between Rockwell Field, California, and Fort Huachuca, Arizona; that their death was caused by injury resulting from a forced landing of the airplane in which they were flying; that their death was in line of duty, and that it was not the result of their own willful misconduct". The report and findings of the board, having been approved by the convening authority, were duly forwarded to the War Department, and were approved by the Secretary of War February 9, 1923. The names of Colonel Marshall and Lieutenant Webber were dropped from the Army List February 10, and promotions were made that date to fill the resulting vacancies. By reason of the Army Reduction Act of 1922, prohibiting the filling of vacancies during the period July 1 to December 31, 1922, the promoted officers were given rank and pay only from January 1, 1923, but otherwise they would have been given rank and pay from December 7, 1922. Upon the approval of the findings of said board, the General Accounting Office, Finance Department and Veterans' Bureau proceeded to make settlement with the heirs and beneficiaries of the missing officers.

On May 13, 1923, the bodies of the missing officers, with the wreckage of their plane, were found in a rough and uninhabited part of Northern Mexico.

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By AMF NARS, Date 05/04/89

The circumstances of this case, and the action of the authorities thereon, have been thus presented, as an example of the proper application of the legal principles above outlined. At the time of the meeting of the board in January, the missing officers had been absent and unheard of for more than a month. This fact together with the other circumstances in evidence were such as to render improbable any theory other than that they had crashed during the flight on December 7, and had died instantly or within a short time as a result of injuries thus sustained. The board properly adopted this view, and returned findings accordingly, notwithstanding the complete failure of the search up to that time, and the consequent remote possibility that the missing officers might be still living.

5. In the Cuban case in question, had it occurred in our service, it is believed that, after the lapse of a reasonable time to allow for the possibility that the missing officers might have fallen in the sea and been picked up by an outgoing ship without radio bound for some remote port, and other similar possibilities, should the absence of the missing officers have continued meanwhile without further information, action would be taken similar to that in the case of Colonel Marshall and Lieutenant Webber above described.

6. Certain specific questions submitted by the basic communication are here quoted and answered as follows:

> "(a) A Commissioned officer, licensed aviation pilot, flying in performance of his duty and in compliance with orders, disappears under such circumstances as to warrant a presumption of death. By what procedure, military and civil, can we establish this as a fact legally."

Answer: The military procedure for determination with regard to the presumption of death is substantially as indicated above. See paragraph 21, A. R. 600-550. The civil procedure varies in different jurisdictions and according to the purpose to be accomplished. If what is sought is the judicial administration of the estate of the missing person the usual procedure is by petition in a court of competent jurisdiction for probate of the will or, if there is no will, for letters of administration.

> "(b) What are the time limits, if any, both from the standpoint of military law and civil law?"

Answer: There are no specific limits, except the seven year rule above mentioned as applicable where there is no sufficient evidence of prior death, and where no other statutory rule exists.

> "(c) What is the precedent on the part of insurance companies in the United States with reference to paying insurance based on such cases."

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By AMF NARS, Date 05/04/89

Answer: Insurance companies and the Veterans' Bureau voluntarily pay beneficiaries upon such evidence as they deem sufficient to raise a legal presumption of death, in general following the principles above stated. With relation to persons in the military service, insurance companies and the Veterans' Bureau have usually accepted the official determination of the War Department, but they are not legally obliged to do so. In case of dispute the question can be decided only by a court of competent jurisdiction at the suit of the beneficiary concerned.

"(d) Can you give me copies of decisions by the Judge Advocate General and the Civil Courts covering these points."

Answer: Because of their number and volume, and the great diversity of circumstances involved, it is deemed inexpedient to furnish copies of these decisions, especially in view of the probability that the foregoing information will fully serve the indicated purposes.

For The Judge Advocate General:

KYLE RUCKER

KYLE RUCKER,
Colonel, J.A.G.D.,
Chief, Military Affairs Section.

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NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
RECEIVED
1928 MAY 5

2079-19

2079-19 1st Ind. WAR DEPARTMENT,
G-2, W.D., April 26, 1928 - To: Executive Officer, Office of the Judge Advocate General.

Requesting that this office be furnished information on which to base a reply.

For the A. C. of S., G-2:

Vaughn W. Cooper,
Lieut. Colonel, General Staff,
Executive Officer, G-2.

MAILED G/2 W. D. APR 27 1928

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NND 740058
By AMF NARS, Date 05/04/89

OFFICE
APR 23
2079-19
3-2 1928
WAR DEPARTMENT

April 20, 1928.

No. 2956

Subject: Aviation accident in Cuba.

RECEIVED G/2 W. D. APR 23 1928

To: A.C. of S. G-2

1. On April 17th, a Cuban aviation pilot accompanied by a Cuban student, took off from the Military Aviation Field for a short practice flight in the regular course of instruction. The gas carried would permit a flight of possibly three hours duration. Nothing definite has been heard of the two men or their ship to date. The day was misty and the visibility poor.

2. There are some rumors to the effect that the ship was seen in the clouds going north out over the water. Everything possible has been done by the Air Service, Navy and Army, as well as merchant vessels plying in these waters, to obtain some evidence of the loss of this ship. The presumption is that they went out to sea, fell in the water and are dead.

3. The Cuban War Department requests that I obtain through your office the necessary regulations, decisions and data that will permit them to dispose of this case from the Military standpoint and to give them some precedent based on similar decisions that will help them in settling the various points that may come up from a civil legal aspect. The War Department informs me that this is the first case of this kind that they have had and, therefore, have no precedent. Undoubtedly, there are points in their civil code which are different from ours, but they will appreciate as much information as is available so as to help guide them at least by way of analogy.

4. May I suggest the following points that I would like covered by the information:

(a) A commissioned officer, licensed aviation pilot, flying in performance of his duty and in compliance with orders, disappears under such circumstances as to warrant a presumption of death. By what procedure, military and civil, can we establish this as a fact legally.

(b) What are the time limits, if any, both from the standpoint of military law and civil law?

(c) What is the precedent on the part of insurance companies in the United States with reference to paying insurance based on such cases.

(d) Can you give me copies of decisions by the Judge Advocate General and the Civil Courts covering these points.

5. The Cuban Government is holding up any action in the case of the

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By AMF NARS, Date 05/04/89

death of these two men pending receipt of this information. I therefore request that it be sent me at the earliest convenience.

JAMES C.R.SCHWENCK
Major, GS., M/A.

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NND 740058
By AMF NARS, Date 05/04/89

WAR DEPARTMENT
MAY 31 1928

Canc 2

4-1 2079-20

GENERAL REGULATIONS FOR ~~CIVIL~~ civil law AERIAL NAVIGATION OVER THE TERRITORY OF THE REPUBLIC OF CUBA AND ~~ITS JURISDICTIONAL~~ the WATERS under its jurisdiction

.....

Provisions

PRELIMINARY ~~DISPOSITIONS~~: The aim of these regulations is to

1st ; This regulation's object is to regulate everything concerning Civil Aerial Navigation, private or commercial, national or foreign, over Cuban territoy and jurisdictional waters, in time of peace, establishing conditions and requisites under which such navigation may take place.
Unless specifically ~~so stating~~ ed, these precepts are not applicable to Military Aviation, national or foreign.
This regulation, as well as those added or derived therefrom, only apply in time of peace. From the moment war is declared or there is a serious ~~alteration in public peace~~ disturbance of public order, or constitutional guarantees are suspended in said territory, the application thereof, as well as rights conceded or acquired, is suspended, remaining only the rights reserved to the State for purposes of national defense or military utility. The termination of state of war or grave ~~alteration~~ disturbance of public order, officially declared, nulls the suspension and puts ipso facto in effect again all the dispositions and rights acquired.
During state of war or grave ~~alteration of order~~ public disturbance, aerial navigation is prohibited to nationals as well as foreigners, unless with special authorization of the Secretary of War and ~~Maring~~ Navy, for ~~determined~~ flights which alone will be conceded in exceptional cases and for public utility. He who violates such prohibition will be treated as a spy and the ~~appartus~~ aircraft seized without previous notice.

2nd : The word "military" and "military service" mentioned in this regulation, as regards aerial navigation, is taken to mean all persons employed in any manner in the different branches, arms or auxiliary services of the Armed Forces, land, sea or air; and to all classes of acts, ~~facts~~ deeds, work, ~~gestures~~ actions, etc., which effect or originate or may be a consequence of the functions, duties and rights inherent to the Armed Forces.

Chapter Provisions

~~PARAGRAPH~~ 1 : General ~~Dispositions~~ :

Article 1 : The sovereignty that the Republic of Cuba exercises over its territory, defined in article 2 of the constitution, equally ~~comprises~~ covers, in a complete and exclusive manner, the atmosphere above such territory, including ~~in same~~ its jurisdictional waters.

ARTICLE 2 : The Republic of Cuba may freely concede or deny authorization to fly above its territory, or to ~~land or take off~~ descend or land within its ~~limits~~, boundaries whether the ~~planes~~ Cuban be ~~national~~ or foreign.
Authorization will be conceded, subject to this regulation, in a general way, to planes of any nation, or, especially, to one or more planes. come down on land or water
It will be considered ILLEGAL to fly over ~~national~~ Cuban territory, or ~~land or take off~~, without previous authorization, the planes and crews, in consequence, remaining subject to the ~~sanctions~~ penalties of the laws and regulations and to the jurisdiction of the ~~National~~ Cuban Tribunals, except in case of accident or forced landings, duly proved.

ARTICLE 3 : For legal and international purposes, the Republic of Cuba ~~considers as MATERIAL OF WAR~~, all planes, equipment, instruments and other apparatus attached to same, tools and documents, no matter what the form or use to which destined, and consequently are subject to forced expropriation, occupation, utilization, confiscation, internment or destruction, in the cases and in accord with the rules and principles of international law and of the national laws.

ARTICLE 4 : For the purposes of this regulation, ~~all aparati~~ any apparatus capable of raising itself and cirulating in the air is called an aeroplane.

ARTICLE 5 : The word AERODROME is applied to the area or land previously surveyed, marked out and destined for the departure and landing of land ~~airships~~ planes.
~~The Sig to as well as~~

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The State as well as private parties can construct and possess aerodromes for public and private use; but private parties need special previous authorization and will have to submit to the rules and conditions laid down for the enjoyment thereof in ~~this~~ regulations and those which may be laid down in the future.
Private parties, or national or foreign companies, ~~that~~ which, duly authorized, establish and maintain public aeroplane service, can obtain from the government in time of peace, free use of the aerodromes of the State in the cases, form and conditions that may be established by the Secretary of War and Marine; and the ~~civil public employees~~ civilian or military public employees, or the military connected with them, will ~~loan~~ lend the necessary help to repair accidents or help people, and the owner of the aeroplane is obliged to only reimburse the value of the material of the State.
Functionaries or public employees asked for assistance verbally and decline will incur, if civilians, administrative and penal sanctions provided by the law and if military, will be judged for the military crime of disobedience.
~~The President of the Republic can concede freely the use of State~~ lend exclusively for aerial transport purposes to private parties or to companies establishing and maintaining public service of ~~such~~ kind, for a limited time and under conditions previously agreed to.

ARTICLE 6 : There will be designated as ~~AERIAL~~ PORTS, the harbors and mouths of rivers that on account of situation, conditions, capacity and by the organization therein of police, customs, sanitation and immigration services, can be utilized for the landing and departure of seaplanes.
The ~~aerial~~ ports, as well as ~~the sites or place specially destined for that purpose~~ for the use of seaplanes, will be determined ~~in this regulation~~ or by Presidential decree.
The President of the Republic can concede the exclusive use, for a limited time and under predetermined conditions, of a determined place or space, in an ~~aerial~~ port, to private parties or to national or foreign companies who establish and maintain regular public service of aerial transport within the national territory ~~and~~ between it and foreign countries.
~~That called for in~~ Paragraphs 3 and 4 of the ~~above~~ article on the use of aerodromes of the State and help to airships or persons travelling therein will be applicable to ~~aerial~~ ports of the State and to the functionaries and employees of the services of the port and to ~~the Naval men located there~~.

ARTICLE 7 : All functionaries or public employees, civilians, army or navy, whatever be their ~~class~~, condition or category, and especially those of the services of customs, maritime or land sanitation, immigration and police that by reason of their functions may have to intervene in the dispatch or inspection of a national or foreign airship, duly authorized to fly over and above the national territory fulfilling a public service, or fulfilling any formality or requisite necessary for the legal function or who loans services to make reparations or assist or help any person that it conducts or abandons or to make respect authority, or to protect the head of the airship, will do same gratuitously and in preference to all other services, without any pretext or excuse and without least delay, whatever may be the hour and the day and whenever required, even verbally by the head of the airship or his legal representative in any of the cases above cited.
The functionary or employee who without justified cause by negligence or abandonment interrupts, delays, prejudices or puts in danger in any form the public service performed by an airship or the security thereof, will be subject to law, if civilian, and judged ~~in accord with the dispositions~~ of the Penal Military Law if a soldier or sailor, without prejudicing the other responsibilities which he may incur on account of the damages.

ARTICLE 8 : ~~The procedure, examination and dispatch~~ of the documentation of airships destined to public service, that of the crew and passengers and of the cargo, will take place in the offices and by the employees charged therewith, with the greatest rapidity possible, facilitating same as much as possible in conformity with the laws and regulations, without exacting the payment of fees, taxes or stipends, other than those inexcusibly obligatory

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By AMF NARS, Date 05/04/89

according to existing laws, whose collection cannot be condoned suspended or excepted by the Executive Power.
With the same facilities, rapidity and exactitude, there will be furnished to the pilots or chiefs of the airships, as much information as they ask from Headquarters, establishments or corresponding offices, on the weather, atmospheric conditions, or sea conditions, in all the national territory; existence of fuel, water, repair shops, spare parts and other effects needed; routes, communications, topographic and hydrographic maps, etc., medical assistenace and whatever in any form may be necessary or convenient for the greater security and efficiency of aerial navigation. Telegrams that it is necessary to send to facilitate information will be considered OFFICIAL and URGENT by the functionaries and public employees of the State telegraphic, telephonic and radio communications.

~~PARAGRAPH~~ chapter II : AVIATION BUREAU AND AERONAUTICAL COMMISSION :

ARTICLE 9 : There will be attached to the Information Section of the ~~Army~~ General Staff ~~(ESTADO MAYOR)~~ a Bureau which will be known as AVIATION BUREAU.
All matters referring to ~~civial~~ civilian aeronautics will be handled by the Aviation Bureau.
Attached to this Bureau will be a commission known as Aeronautical Commission, which will be charged with dispensing information and interpreting this regulation, as disposed by the Chief of Staff.
The Aeronautical Commission will be composed of three members, Officials of the Army and Marine, belonging to the following branches and services;

1 - Official aviator
2 - Official of Auditing Service
3 - Official of General Staff of Navy

Said members will be named by the Sec. of War and Marine, selected from among those destined to (destinados) to Branches or Units having their residence, or destined to garrison service of Habana, including the 6th and 7th Military Districts and the Naval Academy. In the same manner, can be separated from the Commission.
The members of the greater and lesser hierarchy (mayor y de menor jerarquia) will act as President and Secretary of the commission respectively.
In the same manner, a substitute will be designated for each one of the members respectively, in order to substitute when a member cannot take part in the deliberations or work of the commission on account of sickness circumstances beyond his control, leave or urgent military or naval matter.

ARTICLE 10 ; Officials named to form part of the Aeronautical commission will not be relieved of service in the Forces and Units to which they belong, nor will such a nomination be an obstacle to conferring other commissions or services on them, compatible with the functions of the Commission.
If some member of the commission were destined, detached or transferred out of the capitol, for military or naval reasons, for more than a month, they will cease as member of the commission and will be substituted for by person named by the Sec. of War and Marine.
Members of the Aeronautical Commission will not earn salary of any kind beyond that called for in the regulations in case of trips necessary in the service.

ARTICLE 11 : The Chief of Staff of the Army can communicate directly in regard to the affairs of the Aviation Bureau and for the purposes of general information, with whatever functionary or public employee, organism, office, establishment, observatory or public institution, civil, national, provincial or municipal, merchant ships of cuban nationality, stations of railways of public service and such functionaries or employees and the chiefs or head man in such offices and establishments, captains of boats and Chiefs of Railway stations, will be obliged to answer or inform him via the most rapid method, full and detailed with all exactness, and in his case, he will send the documents, testimony or copies received without any charge and under the established rules of Article 7.

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By AMF NARS, Date 05/04/89

41

2 encls.

G-2 Report 5500-d

4-1 1928 2079-70 1

SUBJECT : Air traffic Regulation and Control

RECEIVED G/2 W. D. MAY 29 1928
WAR DEPARTMENT

1. There is attached hereto a copy of "General Regulations on Civial Aerial Navigation over the territory of the Republic of Cuba and its jurisdictional waters", recently issued by the Government, together with a rough translation thereof. The regulation is dated May 2nd, 1928.

2. Just about everything in connection with aerial navigation is touched upon, and, for your information, some of the high points are as follows :

Applies only in time of peace.
Illegal to fly over Cuban territory, land or take off, without previous authorization.
Private parties, as well as Government, may construct and own aerodromes, private parties needing special authorization.
Duly authorized aviation interests allowed free use of Government aerodromes under conditions laid down.
Government functionaries are to give all possible assistance to aviation interests when asked to do so.
Aviation Bureau and Aeronautical Commission established.
Classification and nationality of airships ; requisites for flgihts over Cuban territory.
Documents necessary for aerial transport companies.
Restrictions and limitations of aerial transit and dispositions as to public security. Regulations covering crews of planes.
Secretary of War and Marine will issue all rules and instructions in connection with authority to fly, pilot examinations, etc.

3. Replacement sheet forwarded by you and dated May 16, 1928, is incorrect in the first paragraph, inasmuch as it states that it is legal to fly and land in national territory without previous authorization. It was reported in the press in this manner, but, as is frequently the case, the press reports cannot be accepted as being authoritative.

James C R Schwenck
JAMES C.R.SCHWENCK
Major, GS. M/A.

M/A, Habana.

No. 2966 May 23, 1928.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

ARTICLE 17 ; Every private aeroplane, before being allowed to circulate in air, over national territory or jurisdictional waters, must be registered in Sec. of War and Marine, and possess authorization from this secretariat, as well as certificate of security of ship, skill of pilots, etc. etc.
The Chief of the ship must carry such documents with him.
These rules also apply to foreign aeroplanes.

ARTICLE 18 ; Upon effectuating this registration, etc., the owner of the ship is obliged to give names, etc., of crew.
Any change, even temporary, in crew must be reported to Sec. of War and Marine on same day or following day, etc.

ARTICLE 19 ; official aeroplanes will be distinguished by emblems, or marks, to be established by competent authority, use to be exclusive, etc., etc.
Private aeroplanes will be marked to show nationality and registry, to be prescribed by Commission, so there will be no confusion with official planes.
Private ships will show such in place designated, etc.

ARTICLE 20 ; to be registered in the Republic of Cuba, the aeroplanes must belong to persons, companies, society or institution located in national territory, in conformity with laws.

ARTICLE 21 ; No registration in Cuba for foreign registered ships unless authentic proof given of cancellation of such registration
Nevertheless, there will be applicable to ships owned by cuban citizens or companies, the laws and dispositions relative to registration of ships (buques) before Cuban consuls abroad. In such cases, the owner must fulfill all established requirements of this regulation as soon as aeroplane brought to national territory.
Consuls will give details immediately to Secy of War of such registration, etc.

ARTICLE 22 ; Any person, society, company or institution wishing to register one or more aeroplanes destined to transport passengers or cargo, must accompany the request with authentic copy of specifications of such aeroplanes to justify putting them in such service. Also attach plan showing itinerary or route to be followed; information re crews, etc. etc.

ARTICLE 23 ; before an aeroplane can be registered, there must be previously furnished, certificate of security of the plane, place of landing and taking off, competency of endowment, etc.

ARTICLE 24 ; all aeroplanes must be provided with instruments and security appliances necessary for aerial navigation, to be determined by Sec.of War

ARTICLE 25 ; Certificates of registry will be valid only for a year and will be renewed on the date and under conditions laid down by Se. of War and Marne.

ARTICLE 26 ; In case of transfer of ownership, both old andnew owner is obliged notify Sec of War and Marine within five days ; the old registry to be cancelled and new one issued.

ARTICLE 27 ; In case of loss, destruction or not utilizing a plane, the owner will notify the Sec. of War and Marine withinthe shortest time possible to note same in the registry.
If he esteems it convenient, the Sec. of War will prove the facts stated. by investigation/

ARTICLE 28 ; No plane can instal radiotelegraph or telephone apparatus without legal authorization therefor, such authorization to state use for same.
Individuals charged with operation of such apparatus must be provided with special authorization.
Passenger carrying planes excepted from this rule, as they necessarily must possess receiving and transmitting radio apparatus.

ARTICLE 29 ; When foreign planes fly over territory and have such apparatus installed, can only use same as called for in LAWS AND INTERNATIONAL CONVEN* TIONS, which are accepted by the Government, and in all cases, previous special authorization issued by the Sec of War and Marine.

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By AMF NARS, Date 05/04/89

ARTICLE 12 : Refers to right of Chief of Staff of Army, whenever considered convenient, to call on qualified technical men for advice, etc., as well as to ask use of laboratory, museum, experimental station, etc., instruments, apparatus, etc., to investigate study, make experiments, etc., in regards to development, progress, security of aerial navigation.

ARTICLE 13 : The aeronautical commission will inform the Aviation Bureau of matters handled in that commission, such as;

1st ; promote, develop or facilitate development of aerial navigation of all kinds, national and foreign, commercial or sporting, official or private.

2nd; realize and execute study, plans and projects on routes, prohibited zones, aerial ports, etc., etc., and on anything necessary for the development of aerial navigation in republic.

3rd ; obtain, collect, facilitate and publish all national and international information in regard to aerial navigation, especially as regards inventions, experiments, etc; radiotelegraph, telephone, maps, etc., etc.

4th ; cooperate in every manner for the greater efficacy of military and naval aviation in the Republic.

5th ; examine and approve documents, make inspection and proofs of aeroplanes, machines, instruments, etc., when admission is solicited to fly over national territory, etc.

6th ; examine documents of pilots, etc., intending to fly over national territory, etc, etc.

7th ; make rules and regulations all that concerning means of inspection, classification, etc., physical examination, as well as technical of those who may be authorized to fly, etc.

8th ; establish rules of transit, etc., to be uniformly observed in Cuba.
9th ; inform re permits asked for to take photos, or moving pictures over national territory, etc.
10th ; inform re requests asked by private persons to establish in the national territory airplane factories, aerodromes, etc.
11th ; inform re approval of tariffs, prices, insurance, taxes, etc., in regard public aerial transport services, etc.
12th ; keep registers and matriculation books of aeroplanes of all kinds constructed in national territory, imported, admitted or authorized for aerial navigation, etc., classified according to power, form, etc. etc.
13th ; keep registers and books of pilots, mechanics, etc., for aerial navigation over national territory; of professors and instructors of aviation, etc., etc.
14th ; inform re authorizations solicited for establishment in the Republic of Academies or schools of aviation and to exercise when established, inspection of such schools, etc.
15th ; keep Governmental Centers, Provinces and Municipalities informed of resolutions, etc., to obtain better coordination for aerial services.

PARAGRAPH III : Classification and nationality of airships ;
Requisites for admission to aerial navigation over national territory :

ARTICLE 14 ; For purposes of classification, airships divided in official and private.
Official airplanes belong to state, provinces, municipalities, and are classified, etc.etc.
Private airplanes are those belonging to persons, companies, societies or institutions, etc., etc., and are classified, etc. etc.

ARTICLE 15 : airships will have the nationality of the country in which they were registered, etc.
Article 16 ; every aeroplane existing in, constructed or imported into Cuba must be registered by its proprietor in Secretariat of War and Marine, etc., with type of motor, horsepower, etc. etc.

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ARTICLE 30 ; No aeroplane, whatever may be the nationality, can carry photographic apparatus or instruments for use without special permission of the Sec. of War and Marine.

ARTICLE 31 ; Every aeroplane destined to transport of passengers or merchandise, that flies over national territory, must carry with it the following documents;

1st ; certificate of registration or inscription.
2nd ; Certificate of the security of the ship
3rd ; certificate of the competency of personnel
4th ; list of passengers
5th ; report of personal equipment (equipaje)
6th ; cargo manifest
7th ; authorization referred to in Article 28, in case of having radio telegraph apparatus.
8th ; Books aboard as determined by commission.

Foreign aeroplanes, in addition, must carry the authorization referred to in Article 2, when they circulate temporarily.(transitoriamente).

ARTICLE 32 ; Periodically and by a person or functionary appointed by the Sec. of War and Marine, there will be inspected all airship registrations or inscriptions, renewing or cancelling the certificate of security. The cancellation of such certificate will also cancel the registration or inscription.

ARTICLE 33 ; The commander of any aeroplane, or menber of the crew charged therewith, and the chiefs of aerodromes, aerial ports or hangars, in which is located any aeroplane, are obliged at any time to permit the entry and inspection by any naval, military, police, customs, health, or immigration authority.

ARTICLE 34 ; The Government of the Republic can cancel at any time the authority to fly over national territory given to any foreign aeroplane for reasons of military policy, security, public order or welfare, or any other cause without being obliged to announce the reason.

ARTICLE 35 ; Registration of any aeroplane in the republic can be cancleed as well as authority to fly, when the government deems it convenient, without previous notice.

PARAGRAPH IV : Restrictions and limitations of aerial transit and disposition of public security.

ARTICLE 36 ; It is expressly prohibited to transport in Cuba by aeroplane, arms, munitions, drugs, or prohibited commerce, or any other merchandise whose commerce and introduction in the Republic is prohibited by law. The infraction of the above will result in confiscation of the plane, in addition to being subject to other responsibilities laid down by the law.

ARTICLE 37 ; Aeroplanes authorized to regularly transport passengers or cargo, only can fly over the regular route and land and take off in places designated, remaining subject to this regulations and to the dispositions made from time to timeby the Sec of War. Only in case of accident or bad weather will doing otherwise be excused.

ARTICLE 38 ; It is expressly prohibited to throw out from aeroplanes packages or any other objects. Infractors will be liable for damage caused as well as being subject to the other provisions laid down by law. There is excepted from this regulation, balloons not using mechanical propulsion and which do same in order to reduce the ballast, as well as planes transporting mail and parcel post, in which case they may be authorized to throw out sacks in places previously determined.

ARTICLE 39 ; It is expressly prohibited for planes, no matter of what nationality or destination, to fly over prohibited aerial zones, as determined, marked out and published by the Sec. of War and Marine.

ARTICLE 40 ; It is expressly

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ARTICLE 40 ; It is expressly prohibited to do acrobatics or evolutions of a dangerous nature over cities, villages or towns, or over crowd or reunions of people.
Such will be done only over aerodromes and with previous authorization. Nevertheless, such acrobatics and evolutions can be authorized as spectacles or public exhibitions over determined places which should be laid down in the authorization.

ARTICLE 41 ; Every aeroplane, whatever its nationality or destination, is obliged to land or take off, when signs to do so are transmitted to do so by any military post, warship or the Republic or aerodrome.

ARTICLE 42 ; Every plane, whatever its nationality, is subject to that called for in existing laws on land and sea transport of public service in all cases not provided for in this regulation.

ARTICLE 43 ; The responsibility of companies, socieities and private persons exploiting aerial transport lines for passage or merchandise, will be governed by that called for in the existing laws of the Republic on land and maritime transport.

ARTICLE 44 ; Foreign planes entering the national territory, cannot take passengers aboard if not previously authorized to do so. They can only be authorized to do so when no established or active service utilizing the same route is in existence.

ARTICLE 45 ; Existing laws on police, health, immigration and customs will be applicable to aerial navigation, unless expressly excepted, modified or provided for in this regulation, and will be rationally applicable, in view of the special circumstances of said navigation.

ARTICLE 46 ; Companies, societies and private parties exploiting aerial transport lines for passengers and merchandise, must establish and maintain aerodromes or aerial ports in each place determined on the route used and authorized, duly conditioned and provided with necessities for the commodity and seguridad of those utilizing such means of transport, as well as with fields for emergency landings between stations.

ARTICLE 47 ; Aeroplanes used for transportation of passengers or merchandise, can utilize aerodromes and aerial ports of the State in virtue of the (mediante) the corresponding authorization.

ARTICLE 48 ; In case of night aerial operations, companies, societies or private parties exploiting transport lines are obliged to illuminate landing fields and aerial ports, and to establish beacons and lights as prescribed by the Sec of War and Marine

ARTICLE 49 ; No plane can land or take off except in aerodrome or aerial ports legally established, except in case of forced landings thru accidents, bad weather, accidents to persons, or lack of fuel or lubricants.

ARTICLE 50 : Companies, societies or private parties, owners of aerial ~~lines~~ ships, will be responsible, economically, for damages, accidents, etc., which said ships cause thru forced landings which they areobliged to make.

ARTICLE 51 ; ~~All aerodromes, emergency landing fields~~, and aerial ports, are under the supervision of the Sec. of War and Marine and cannot be thrown open to public service without previous authorization.

ARTICLE 52 ; The Government can order, when deemed necessary, that the roofs of R.R. Stations, ingenios, barracks and other public and private buildings, be painted a certain color or in a certain way, or to show the name and location of same, with the idea of serving as reference points for aeroplanes.

ARTICLE 53 ; The government can ask that any private party or company, whose light, beacon or signal may confuse themselves with guides for night aerial operation, be extinguished, covered or protected.

ARTICLE 54 ; When necessary to estblish beacons for aerial navigation and which can project light on the sea, the Sec. of War will

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work in conjunction with the Department of Public Works in order to avoid confusion with maritime beacons and in order to give due publicity of the facts to the maritime interests.

ARTICLE 55 : The common laws and special existing laws of the Republic will be applicable for all crimes and omissions committed by owners, pilots, crews or passengers of any foreign or national aeroplane within the national territory.

ARTICLE 56 : The President of the Republic can order, when deemed necessary for order or for the public welfare, that an official of the Army or of the Navy, as delegate of the Sec. of War and Marine, look after and govern the companies, societies or private owners of aerial ships, subject to the rules of this regulation.

PARAGRAPH V : Crews of the aeroplanes :

ARTICLE 57 : For the purposes of this regulation, they are considered pilots who are in possession of certificate of capacity to manage, order or direct aeroplanes, issued by National School or a foreign one.

ARTICLE 58 : No pilot can fly a plane over national territory if he is not previously and duly authorized to do so.

ARTICLE 59 : Pilots having certificate from foreign school must have in addition, in order to fly over national territory for commercial purposes, certificate of capacity issued by the Sec. of War and Marine.
Even tho having a certificate as pilot, the Sec. of War and Marine can deny authorization to fly over national territory when deemed convenient.

ARTICLE 60 : Periodically and on dates determined by the Sec. of War and Marine, pilots connected with planes transporting passengers and merchandise, must submit to a physical examination. Those not complying with this requisite, will lose the right to fly, as certificate of capacity will be cancelled or annulled.

ARTICLE 61 : Pilots in possession of title issued by an official school or authorized in the Republic, are exempted from complying with provisions of Article 59, only having to submit periodically to physical examination.

ARTICLE 62 : The Government can withdraw, when it deems it convenient, without expressing the reason, the authorization to pilots referred to in Article 58, when it is shown that he habitually indulges in alcoholic liquors, drugs or intoxicating substances.

ARTICLE 63 : Pilots in charge of aeroplanes will be responsible for seeing that the rest of the crew, as well as the passengers, comply strictly with the provisions of this regulation and rules established when deemed necessary, by the Sec. of War and Marine.
The rights and obligations of the pilots and other members of the crew between themselves and in relation with the owners or consignees of planes for whom they work, will be regulated by the existing laws and dispositions of the Republic relative to crews of land and sea transportation, according to the classification of the ship.

ARTICLE 64 : The Sec, of War and Marine will issue rules and instructions corresponding to and in relation with licences to fly, pilot examinations, mechanics, etc., and physical approval of the crews.

FINAL DISPOSITION :

All disposition of regulating or governing character contradictory to those established in this regulation, or opposed to same, insofar as they affect the object of same, are hereby cancelled.
This regulation goes into effect from publication in GACETA OFICIAL.
By order of Sec. of War and Marine A. HERRERA
Jefe de Estado Mayor.

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OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
JUL 16
1928 2079-20
WAR DEPARTMENT

B-1509

REPUBLIC OF CUBA

WAR AND NAVY DEPARTMENT

GENERAL STAFF

GENERAL REGULATIONS

for

CIVILIAN AERIAL NAVIGATION

OVER THE REPUBLIC OF CUBA AND ITS TERRITORIAL WATERS.

G.P 76-1928.

Translated in Military Intelligence Division,
General Staff.

4 M.S.P.

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B-1559.

GENERAL REGULATIONS FOR CIVILIAN AERIAL NAVIGATION OVER THE TERRITORY OF THE REPUBLIC OF CUBA AND HER WATERS UNDER ITS JURISDICTION.

Preliminary Provisions: 1st: The aim of these regulations is to regulate everything concerning Civilian Aerial Navigation, private or commercial, national or foreign, over Cuban territory and jurisdictional waters, in time of peace, establishing conditions and requisites under which such navigation may take place.

Unless specifically stated, these precepts are not applicable to Military Aviation, national or foreign.

This regulation, as well as those added or derived therefrom, only apply in time of peace. From the moment war is declared or there is a serious disturbance of public order, or constitutional guarantees are suspended in said territory, the application thereof, as well as rights conceded or acquired, is suspended, there remaining only the rights reserved to the State for purposes of national defense or military utility. The termination of state of war or grave disturbance of public order, officially declared, nulls the suspension and ipso facto puts in effect again all the dispositions and rights acquired.

During state of war or grave public disturbance, aerial navigation is prohibited to nationals as well as foreigners, unless with special authorization of the Secretary of War and Navy, for specific flights which alone will be conceded in exceptional cases and for public utility. He who violates such prohibition will be treated as a spy and the aircraft seized without previous notice.

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2nd: The word "MILITARY" and "MILITARY SERVICE" mentioned in this regulation, as regards aerial navigation, is taken to mean all persons employed in any manner in the different branches, arms or auxiliary services of the Armed Forces, land, sea or air; and to all classes of acts, deeds, work, actions, etc., which affect , originate in or may be a consequence of the functions, duties and rights inherent to the Armed Forces.

CHAPTER I. GENERAL PROVISIONS.

Article 1: The sovereignty that the Republic of Cuba exercises over its territory, defined in article 2 of the constitution, equally covers, in a complete and exclusive manner, the atmosphere above such territory, including its jurisdictional waters.

Article 2: The Republic of Cuba may freely concede or deny authorization to fly above its territory, or to descend on land or water within its boundaries whether the planes be Cuban or foreign.

Authorization will be conceded, subject to this regulation, in a general way, to planes of any nation, or, especially to one or more planes. It will be considered ILLEGAL to fly over Cuban territory, or come down on land or water, without previous authorization, the planes and crews, in consequence, remaining subject to the penalties of the laws and regulations and to the jurisdiction of the Cuban Tribunals, except in case of accident or forced landings, duly proved.

Article 3. For legal and international purposes, the Republic of Cuba considers as munitions of War, all planes, equipment, instruments and other apparatus attached to same, tools and documents, no matter what the form or use for which destined, and consequently they are subject to forced expropriation, occupation, utilization, confiscation, internment or destruction, in the cases and in accord with the rules and principles of international law and of the national laws.

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Article 4. For the purpose of this regulation, any apparatus capable of raising itself and circulating in the air is called an aeroplane.

Article 5. The word AERODROME is applied to the area or land previously surveyed, marked out and destined for the departure and landing of land planes.

The State as well as private parties can construct and possess aerodromes for public and private use; but private parties need special previous authorization and will have to submit to the rules and conditions laid down for the enjoyment thereof in these regulations and those which may be laid down in the future.

Private parties, or national or foreign companies, which, duly authorized, establish and maintain public aeroplane service, can obtain from the government in time of peace, free use of the aerodromes of the State in the cases, form and under conditions that may be established by the Secretary of War and Navy; and the civilian or military public employees connected with them will give the necessary help to repair damage or aid persons, and the owner of the airplane is obliged to reimburse the State only for the cost of the material.

Functionaries or public employees who, when verbally asked for assistance decline, if civilians, will incur the administrative and legal penalties provided By the laws, and if military, will be tried for disobedience.

The President of the Republic can concede freely the use of State fields exclusively for aerial transport purposes to private parties or to companies establishing and maintaining public service of kind, this for a limited time and under conditions previously agreed to.

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Article 6: There will be designated as Air Ports, the harbors and mouths of rivers that on account of situation, conditions, capacity and by the organization therein of police, customs, sanitation and immigration services, can be utilized for the landing and departure of seaplanes.

The airports, as well as certain ports especially intended for the use of seaplanes, will be determined by these regulations or by Presidential decree.

The President of the Republic can concede the exclusive use, for a limited time and under predetermined conditions, of a determined place or space, in an air port, to private parties or to national or foreign companies who establish and maintain regular public service of aerial transport within Cuban territory or between it and foreign countries.

The provisions of paragraphs 3 and 4 of the preceding article on the use of aerodromes of the State and on help to airships or persons travelling therein will be applicable to air ports of the State and to the functionaries and employees of the services of the port and to members of the Navy stationed there.

Article 7: All functionaries or public employees, civilians, army or navy men, whatever be their rank, station or class, and especially those of the customs, immigration, maritime or land sanitation services or police, who, because of their duties, have anything to do with the clearing or inspection of a Cuban or foreign aircraft, which is duly authorized to fly over or cross Cuban territory in the performance of public service, or who have to carry out any formality or necessary requirement of their legal duties, or render the aid necessary for making repairs ~~X~~ or for assisting or ~~serving~~ saving any person who pilots or abandons the aircraft, or for enforcing authority or protecting the commander of the aircraft, shall do so without charge and in preference

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to any other service, without any pretext or excuse whatsoever and without the least delay, no matter what may be the hour and day at which the said aircraft arrives or is to start, and they shall do so whenever requested, even verbally, by the commander of the aircraft or his legal representative in any of the cases above cited.

If in the opinion of the President of the Republic after having heard the report of the Commission on Aeronautics and the person concerned, the functionary or employee has, without justified cause, by negligence or abandonment, interrupted, delayed, prejudiced or endangered in any way the public service performed by an airship or the safety of the latter, he will be subject to the provisions of the laws of a civilian, and to the provisions of the military penal code if a soldier or sailor without prejudicing the other responsibility to damages which he may incur.

Article 8: The drawing up, examination and issuance of clearance papers for aircraft in public service, its crew and passengers and its cargo, shall be completed as quickly as possible in the proper offices and by the proper functionaries and this work shall be facilitated to the extent permitted by the laws and regulations, nor shall any fees, emoluments or honorariums be imposed excepting those absolutely necessary in accordance with the laws in force and the payment of which cannot be annulled, suspended or waived by way of exception by the Executive.

With the same facilities, rapidity and accuracy pilots and commanders of aircraft shall be furnished free of charge with all information they may request from the proper bureaus, centers and establishments on such subjects as the state of the weather or atmospheric or maritime conditions thruout the island of Cuba, the availability of fuel, water, shops, spare parts and other necessities they might require; routes, means of communication, topographic and hydrographic maps, signals, etc; medical assistance and any other factor which may be necessary or may add

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to the safety and increase the efficiency of aerial navigation.

Messages sent by public functionaries or public employees to expedite the furnishing of this information either by government telegraph, telephone or radio service shall be considered "official" and "urgent".

CHAPTER II.

AVIATION BUREAU AND THE COMMISSION ON AERONAUTICS.

Article 9: Attached to the Intelligence Section of the General Staff of the Army will be a Bureau which will be called the "Aviation Bureau".

All matters pertaining to civilian aeronautics shall be handled by the Aviation Bureau.

Attached to this Bureau will be a Commission known as the "Commission on Aeronautics", whose functions will be to make investigations and report on the cases specified in these regulations and when asked by the Chief of Staff.

The Commission on Aeronautics shall be composed of three members, officers of the army and navy, belonging to the following branches and services:

1. One air corps officer,
2. One officer of the Judge Advocate General's Department,
3. One naval officer.

The said members shall be appointed by the Secretary of War and Navy from among those who are to serve with organizations or units residing in Havana or who are to be assigned to garrison or naval duty at Havana, the Sixth and Seventh Military Districts and the Naval Academy being included. They may also be separated from the Commission in the same way.

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The members of highest and lowest rank shall act respectively as Chairman and Secretary of the Commission.

A substitute shall ~~likewise~~ be appointed for each member of the commission, who is temporarily to take the place of the member when the latter cannot attend the deliberations of or perform his duties with the Commission for reasons of illness, circumstances beyond his control, because he is on leave or has other more urgent military or naval matters to attend to.

Article 10: Officers appointed to the ~~Aeronautic~~ Commission are not relieved of service in the forces and with the units to which they belong, nor will the appointment to the said Commission prevent their being assigned other missions or services compatible with the functions of the Commission.

If any member of the Commission is assigned, stationed or transferred outside of Havana for military or naval reasons, for more than one month, he shall cease to serve on the Commission and his place shall be taken by another officer appointed by the Secretary of War and Navy.

The members of the Commission on Aeronautics shall not be paid any compensation or daily fees, excepting as provided for in the regulations in case of trips necessary for the service.

Article 11. The Chief of Staff of the Army may communicate directly on matters concerning the Aviation Bureau and for the purpose of getting information in general, with any public functionary or employee, organization, office, establishment, observatory or public civilian institution, either national, provincial or municipal, with any Cuban merchant vessel and public railroad station or office; and the said functionaries or employees and the chiefs in charge of the said offices and establishments, captains of ships and station masters

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shall be obliged to answer or to report to the Chief of Staff of the Cuban Army by the most rapid means possible, giving full and detailed accurate information; and if necessary, they shall send documents, affidavits or copies of papers, which shall be drawn up without any charge and under the provisions established by Article 7.

Article 12: When the Chief of Staff of the Army considers it necessary or deems that it will expedite and make more efficient the work of preparation, study, execution or solution of some problem coming under his jurisdiction, he may request, thru the Secretary of War and Navy, that some technical official, who is an expert on matters pertaining to customs, immigration, sanitation, communication, or some professor from the University or other institution, or some officer of the corps of engineers, the signal corps or corps of naval engineers, appear in person before the Commission and attend one or more of its meetings, for the purpose of reporting and advising that body orally or in writing.

The Secretaries of the Departments, or the chiefs of the divisions or independent offices of the branch of service concerned or the office to which the official whose advice or opinion is desired is attached, shall issue orders to the said official to present himself before the Chief of Staff at the day and hour set by the latter for the purpose.

And in the same way the Chief of Staff of the Army may request the temporary aid and use of any laboratory, shop, room, museum, field or experimental station or of any apparatus, article, instrument, tool, implement, material, or property belonging to the government, when he needs them to make investigations, researches, tests, experiments, etc. on subjects of importance for the development, progress and safety of aerial navigation.

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Article 13: The Commission on Aeronautics shall report to the Bureau of Aviation on work that is being done by the latter for the purpose of:

1st. Promoting, advancing and facilitating the development of civilian, commercial and sport aerial navigation, either official or private, by Cubans or foreigners, in the Republic of Cuba and between the Republic of Cuba and other nations.

2nd. Making studies on, plans and projects of airlines, prohibited zones, airdromes, air ports, service and signal stations, supply and fuel stations, shops, medical centers, means of communication, places of safety, factories, aviation schools and on everything necessary or useful for the development and aid of aerial navigation in the Republic of Cuba.

3rd. Obtaining, collecting and publishing all Cuban and International information on all subjects of importance to aerial navigation, especially on the mechanical progress, plans, designs, discoveries, inventions, experiments, tests, contests and meets applicable to or useful for aerial navigation: radio, telephone, signals, meteorology, radiography, medicine applicable to aviation, topographic and hydrographic maps, air lines, aerial photographs and aerial legislation, aerial statistics and the history of aviation.

4th. Cooperating with all means and resources it may have available and promoting the efficiency of military and naval aviation in Cuba.

5th. Examining and certifying the papers and arranging for the inspection and testing of aircraft, its machinery, instruments and accessories, when application is made for permit to engage in aerial navigation over Cuban territory and reporting as to whether or not the permit should be granted and its conditions.

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6th. Examining and certifying the personal and technical papers of those who apply to engage in aerial navigation over Cuban territory, as pilots, mechanics, telegraph operators or members of a crew or in any way to assist in the piloting, operating, controlling or maneuvering of an aircraft; reporting whether they should or should not be granted permits for this purpose, without first being examined or made to undergo other tests provided for in these regulations.

7th. Providing for and regulating all matters concerning the form and means of inspection, certification and testing of aircraft and the physical and technical examination of the persons who may be authorised to engage in aerial navigation over Cuban territory and to operate aircraft.

8th. Drawing up the system of signals and rules for aerial navigation which should be uniformly observed in the republic of Cuba.

9th. Reporting on applications for permits to take aerial photographs and moving pictures over Cuban territory or to make charts and maps of the same territory.

10th. Reporting on permits applied for by individuals to establish aircraft factories, factories for the manufacture of aircraft accessories and parts especially intended for aircraft and to establish shops or establishments for the sale of these products to the public; reporting on permits to construct or establish airdromes or air ports and service and supply stations for the use of the public.

11th. Approving rates of fare, prices, guarantees, bonds, fees, duties, etc., to be charged for aerial transportation, and reporting on subsidies, donations or other pecuniary assistance given by the federal, provincial or municipal governments to private individuals for the establishment and maintenance of these services.

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12th. Keeping the books and register of aircraft of all kinds constructed in Cuba, imported or admitted to the country or authorized to engage in aerial navigation over Cuban territory, or between Cuba and foreign countries, properly classified according to power, capacity, form and intended employment, there being stated in writing their nationality, name of owner, crew, means of communication, employment, place where kept and place where they normally land, airdromes which they use and routes which they follow, accidents which they have suffered, repairs or great changes made in them and the complete history of each aircraft up to the time of its final retirement from service.

13th. Keeping the registers of pilots, mechanics, wireless operators and their assistants officially licensed ~~xx~~ to engage in aerial navigation over Cuban territory; the list of professors and instructors in aviation authorized to engage in this work; the list of chiefs or heads of airdromes, shops, and service stations to be used for aviation purposes; the list of aviation schools and academies, their personnel, faculty and students, giving the personal and technical data applying to them.

14th. Reporting on applications for permits for the establishment in the republic of Cuba of aviation academies or schools, ~~xx~~ and when they have been established, inspecting the said schools, especially in regard to curricula and methods of instruction, the qualification of the professors and the quality of the equipment.

15th. Sending to the offices of the federal, provincial or municipal governments, when arranged for by the Secretary of War and Navy, the information considered proper at the order of the Secretary, for the purpose of obtaining the best possible coordination in the air service.

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CHAPTER III.

AIRCRAFT.

THEIR CLASSIFICATION AND NATIONALITY.

REQUIREMENTS TO BE MET FOR PERMISSION TO ENGAGE IN AERIAL NAVIGATION OVER CUBAN TERRITORY.

Article 14: Aircraft are classified for this purpose into two categories; official and private.

Official aircraft are those which belong to the central government, the provincial or municipal governments, or which are used exclusively in the service of these entities. They are classified into:

a) Military: when they belong to the army or the navy or are commanded by an officer of either the army or navy in military or naval service.

b) Administrative: when they are used for some other public or official service.

Private aircraft are those which belong to any private civilian person, company, association or institution or commercial enterprise and are classified as follows:

a) Commercial: when they are used for the commercial transportation of passengers or freight.

b) Training: when they are used for the instruction or training of pilots, mechanics, etc.

c) Amusement or Sport: when they are used for those purposes only.

d) Experimental: when they are used for researches, observation, experiments or practice, for the purpose of learning, testing or trying out the efficiency, utility or operation of any device devoted to or constructed for use in aerial navigation.

Article 15. Aircraft will have the nationality of the country in which they were registered for aerial navigation.

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Article 16. Every aircraft which is located in, constructed in or imported into the Republic of Cuba, shall be registered by its owner with the War and Navy Department, whatever the purpose for which it is to be used, and in the registration the following data shall be given: the class and type of aircraft, its capacity, the type of engine it uses, its horsepower and speed, as well as the place where it is to be kept.

Article 17. In order that it may fly over Cuban territory and Cuban territorial waters, every private aircraft must be registered with the War and Navy Department, and must have a permit issued by this Department, as well as a certificate certifying to its safety, a certificate of the ports and airdromes which it uses and regular licenses certifying to the ability of the pilots and other members of the crew. These documents shall be carried by the commander of the craft.

For the same purpose foreign aircraft, registered with the government of the country of origin, will have to be registered beforehand with the Cuban Secretary of War and Navy and possess the documents enumerated in the preceding paragraph.

Article 18. In making the registration referred to in the preceding article, the owner of the aircraft must give the name and other general data concerning the persons who are to make up the crew.

Every change or substitution in the personnel of the crew, even the only temporary, must be reported to the Secretary of War and Navy on the same day or the following working day, by the owner or master of the aircraft or by his legal representative.

Article 19. Official aircraft shall be marked with emblems or other distinguishing marks, which are to be selected by the proper authorities, and which are to be used exclusively for this purpose, a copy of the designs being deposited with the War and Navy Department.

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Private aircraft shall be distinguished by the mark showing their nationality and registration, to be prescribed by the Commission, care being taken that they cannot be confused with the official markings.

It will be obligatory for private aircraft to display visibly in the form and place fixed by the Secretary of War and Navy, the marks of nationality and registration.

Foreign civilian aircraft shall carry their papers and shall display their distinguishing marks provided for by the legislation in force in the country to which they belong.

Article 20: In order to obtain registry in the Republic of Cuba, the aircraft must belong to a person, company, firm or institution located in Cuban territory and subject to its laws.

Article 21: No aircraft can be registered in the republic of Cuba which is registered in a foreign country, unless it is authentically proven that the said registration has been properly cancelled.

Nevertheless the laws and regulations on the registry of ships with consuls of the Republic of Cuba when in foreign countries will be applicable to aircraft belonging to Cuban citizens or companies. In these cases the owner should comply with all the requirements of these regulations as soon as he brings the aircraft to Cuban territory.

The consuls shall immediately submit a detailed report to the Secretary of the War and Navy concerning every aircraft registered before them or by them.

Article 22: Every person, firm, company or institution which applies for registry for one or more of its aircraft to be used in the transportation of passengers or freight, shall send with the application a certified copy of the specifications of the said aircraft in order to prove that they are capable of the use for which they are intended. Copies of the plan of the itinerary or route which

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they are to cover, a list of the members of the crew of each aircraft and the certificates mentioned in the following article shall also be enclosed.

Article 23: In order that an aircraft may be registered or recorded, it must first be provided with a certificate certifying to its safety for flight, a certificate of the landing field, and certificate of ~~fitness~~ proficiency of the crew. Without these prerequisites no registration or recording certificate may be issued to any aircraft.

Article 24: Every aircraft should be provided with the instruments and safety devices necessary for engaging in aerial navigation, which will be fixed by the War and Navy Department, and without this prerequisite it will not be permitted to fly.

Article 25: Certificates of registration will be valid for one year only, being renewed on the date and under the conditions fixed by the War and Navy Department.

Article 26: In case of transfer of ownership of an aircraft, both the original and the new owner must report the sale within a period of five days to the War and Navy Department of Cuba, the registration certificate already issued being cancelled from the date of notification and a new certificate of registration being granted the new owner.

Article 27: In case of the loss, destruction or irreparable damage of an aircraft, its owner shall notify the War and Navy Department as soon as possible so that its name may be struck off the proper registers.

If the War and Navy Department considers it well, it may investigate and prove the certainty and cause of the loss or damage in order that it may take the proper steps.

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Article 28: No aircraft may have wireless telegraph or telephone equipment installed without the proper legal authorization for this, the said authorization or permit expressly stating the use to be made of said apparatus.

And the individual in charge of operating the said apparatus must also have a special permit for this purpose.

Exception is to be made of aircraft authorized to transport passengers, which aircraft necessarily have to be equipped with sending and receiving wireless sets.

Article 29: When foreign aircraft fly over Cuban territory and are equipped with wireless, they can only use such equipment in the cases authorized by the international laws and agreements accepted by the Republic of Cuba and in any case must first have obtained a special permit from the War and Navy Department.

Article 30: No aircraft, whatever its nationality, can carry photographic apparatus or topographic instruments for its own use without the special permission from the War and Navy Department.

Article 31: Every aircraft used for passenger or freight service, flying Cuban over territory, must carry the following documents:

First: Certificate of registry.

Second: Certificate of safety of the aircraft.

Third: Certificates certifying to skill of the crew.

Fourth: Passenger lists.

Fifth: Statement of personal baggage.

Sixth: Manifest of cargo.

Seventh: The permit referred to in Article 28, in case it ~~xx~~ is equipped with wireless.

Eighth: The log books specified by the Commission.

Foreign aircraft must, in addition to this, have the permit referred to in Article 2 when they fly temporarily over the country.

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Article 32: All registered or enrolled aircraft shall be inspected periodically at the command or by the functionaries appointed by the Secretary of Navy and War, the safety certificate being either renewed or cancelled as the result of the examination. The cancellation of this certificate will also mean the cancellation of the registration or enrollment certificate.

Article 33: The commanding officer of any aircraft or the member of crew in charge of the aircraft, or the chiefs or heads of airdromes, air ports or hangars where an aircraft is located, must at any time allow any naval, military, police, customs, sanitation or immigration official to enter the same and to inspect it.

Article 34: The Government of the Republic of Cuba may at any time take the permit to fly over Cuban territory away from any foreign aircraft for reasons of a military nature, reasons of public safety or order or convenience, or for any other cause of which it is free to judge, and without being obliged to express the reason for the said action.

Article 35: The registry of any aircraft registered in Cuba may be cancelled, without previous notice, as may also the permit to fly, when the Cuban Government sees fit to do so.

CHAPTER IV.

RESTRICTIONS AND LIMITATIONS ON AERIAL TRANSIT AND PROVISIONS FOR THE PUBLIC SAFETY.

Article 36: The transportation or conveyance of arms, ammunition, explosives, prohibited drugs or other prohibited articles of commerce or any other goods or merchandise whose sale in or introduction into Cuba is prohibited by law, is definitely prohibited.

For infringement of the provisions of this Article the aircraft will be seized, without prejudice to other penalties provided by the laws of Cuba.

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Article 37: Aircraft authorized to engage in the regular transportation of passengers or freight, may fly only over the route designated in the permit and may come down on land or water only in the places specified in the said permit, being subject to the provisions of these regulations and to any regulations issued whenever required by the Secretary of War and Navy of Cuba. Only in case of damage, accident or bad weather may the above provision be waived.

Article 38: Any aircraft flying over Cuban territory is definitely forbidden to throw out any package or other object. Those who infringe upon this provision will be responsible for the damage or harm they may cause and will also incur the penalities established by the laws of Cuba.

Exceptions to this provision are balloons which do not have a mechanical means of propulsion and which throw out objects to reduce their ballast, as well as aircraft engaged in the transportation of mail or parcel post, in case they are authorized to throw out the mail bag in previously determined placed.

Article 39: Every aircraft, whatever its nationality or destination, is definitely prohibited to fly over the prohibited zones which shall be fixed, marked and published by the War and Navy Department.

Article 40. It is definitely prohibited to engage in stunt flying or other dangerous flying maneuvers over cities, towns or villages, or over other groups of houses or crowds or gatherings of people.

Such stunt flying may be done only over airdromes and with previous permit.

Nevertheless stunt flying may be permitted as public spectacles or exhibited over certain definite places which shall be designated in the permit.

Article 41: Any aircraft, whatever its nationality or destination, must come down either on land or water when signalled to do so from any military post, Cuban warship or airdrome.

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Article 42: Every aircraft, whatever its nationality, comes under the provisions of the laws in force pertaining to land or sea means of public transportation in all cases which are not provided for in these regulations.

Article 43: The responsibility of the companies, firms or private individuals which operate air lines, toward their passengers or the freight which they carry, will be governed by the provisions of the laws in force in the republic of Cuba concerning land and sea transportation.

Article 44: Foreign aircraft entering Cuban territory cannot take on passengers if they are not specially authorized to do so. They can be authorized to do so only when there is no other line established and in active service on the route which the said aircraft are to follow.

Article 45: The regulations in force on the policing, sanitation, observation of immigration and customs regulations, shall be applicable to aerial navigation, insofar as they are not expressly exempted, modified or provided for in these regulations and are rationally applicable to them because of the special type of aerial navigation.

Article 46: The companies, firms or private individuals who operate passenger or freight air lines must establish and maintain air ports in any place indicated, the route which they use, airports which they have been authorized to establish, prepare and properly equip for the convenience and safety of those who use this means of transportation, as well as emergency landing fields between stations.

Article 47: Aircraft to be used for the transportation of passengers or freight may use government airdromes and air ports if they have the proper permit.

Article 48: In case of night flights, the companies, firms or individuals who operate the transportation lines, must illuminate the landing fields and air ports and set up beacons and luminous signals as prescribed by and in the form and number demanded by the War and Navy Department.

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Article 49: No aircraft may alight on land or water excepting in the airdromes or airports legally established, excepting in case of forced landings caused by damage to the aircraft, bad weather, accidents to persons in the aircraft or lack of fuel or lubricant.

Article 50: The companies, firms or private individuals who own aircraft shall be financially responsible for the loss, injury or damage caused by the said aircraft as a result of forced landings which they are obliged to make.

Article 51: All airdromes, emergency landing fields and air ports are under the supervision of the War and Navy Department and cannot be opened for public service without previous permit.

Article 52: When it considers this necessary, the Government may ~~xxx~~ order that the roofs of railroad stations, mills, barracks or other public or private buildings, be painted a certain color or form to indicate their character or location, so that ~~they~~ may serve as landmarks for the flight of aircraft.

Article 53: The Government may order any individual or company to extinguish any light, beacon or lamp, or to cover or protect them in a certain special way, in order that they may not be confused with the signal lights which are used to guide night aerial navigation.

Article 54: In cases when it is necessary to establish beacons for aerial navigation and when they may project their light over the ocean, the War and Navy Department may act in cooperation with the Department of Public Works in order to prevent confusion with lighthouses and to properly notify the shipping interests.

Article 55: The common and special laws in force in the Republic of Cuba shall be applicable to all crimes and misdemeanors on the part of the owners, pilots, members of the crew or passengers of any Cuban or foreign aircraft which is within Cuban territory.

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By AMF NARS, Date 05/04/89

Article 56: When he believes it to be to the advantage of public order or of public service, the President of the Republic may order that an army or navy officer, as the representative of the War and Navy Department, inspect, watch over or manage the companies and firms, or control private individuals who own aircraft subject to the provisions of these regulations.

CHAPTER V.

THE CREWS OF AIRCRAFT.

Article 57: For the purposes of these regulations these will be considered as pilots who hold certificates of proficiency to pilot, conduct or steer aircraft, whether these certificates be issued by a Cuban or foreign school.

Article 58: No pilot may pilot an aircraft over Cuban territory unless he has been previously and properly authorized to do so.

Article 59: Pilots holding certificates from foreign schools, must, in order to fly over Cuban territory for commercial purposes, also have a certificate of proficiency issued by the Cuban War and Navy Department.

Although a man holds a pilot's diploma, the War and Navy Department may deny him permission to fly over Cuban territory whenever it considers this advisable.

Article 60: Periodically, at dates fixed by the War and Navy Department, pilots operating airplanes on freight or passenger lines must undergo a physical examination. Those who do not comply with this requirement will lose their permit to fly, their certificate of proficiency referred to in the preceding article being withdrawn or cancelled.

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Article 61: Pilots who hold a certificate issued by an official or authorized school in Cuba are exempted from the performance of the provisions of Article 59, merely having to appear periodically for physical examination.

Article 62: The government may take away from any pilot whenever it considers it desirable and that without giving any reason, the permit mentioned in Article 58 and may always do so when it has been proven that the pilot in question habitually consumes alcoholic liquors, takes drugs or other intoxicants.

Article 63: Pilots in command of aircraft shall be responsible for the rest of the crew and the passengers, to see that they strictly comply with the provisions of these regulations and the rules which War and Navy Department may make on this subject.

The rights and duties of pilots and other members of the crew toward each other and toward the owners or consignees of the aircraft in which they are serving, are regulated according to the laws and regulations in force in the republic of Cuba in regard to crews on land or sea transports, depending upon the classification of the aircraft.

Article 64: Rules and instructions for granting flying licenses, the examinations of pilots, mechanics, etc., and the granting of physical certificates to the members of the crew shall be issued by the War and Navy Department.

FINAL PROVISION.

All provisions of a legal and administrative character which contradict or oppose the provisions of these regulations are hereby repealed, insofar as they affect the purpose of the said regulations.

These regulations shall come into force on the date of their

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publication in the Official Gazette.

By Order of the Secretary of War and Navy.

(signed) A. Herrera.
Chief of Staff.

Official Copy:

(signed) E. F. Loreo,
Assistant Chief of Staff,
Chief of the Administrative Division.

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NND 740058
By AMF NARS, Date 05/04/89

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G-2 Report

CUBA (Economic)

SUBJECT: Air traffic regulation and Control (Domestic Regulations)

NAVY DEPT. G-2 R. H. NOV 20 1928

1. There is quoted below, translation of Government Decree No. 1807 in connection with Cuban ports to be used as official maritime air ports for Civil Aeronautics.

"DECREE 1807 : Department of War and Navy :
Having examined the result of the investigation made by the General Staff of the Army and of the Navy to designate official maritime air ports for the use of civil aviation:
WHEREAS, in Article 6 of the Regulations on Civil Aerial Navigation which was put into force by Decree 548 of this year, it is provided that by Presidential Decree there will be designated as maritime air ports for civil aerial navigation, those places on the coast which due to their situation, conditions, capacity and organization therein of police and Customs, sanitation and immigration services might be used for the landing and departure of sea planes;
WHEREAS, the Secretary of War and Navy obtained from the Secretary of the Treasury a list of the harbors and ports which have said conditions of vigilance and inasmuch as the Chief of the General Staff of the Navy has likewise reported to the Secretary of War and Navy on this matter;
THEREFORE, in use of the powers granted me by the Constitution and the laws, and having consulted the Chief of Staff of the Army and the Chief of Staff of the Navy, on proposal of the Secretary of War and Navy, I RESOLVE,
1st : to designate the following ports as official maritime air ports for the use of civil aviation;
NORTH COAST : Bahia Honda, Mariel, Habana, Matanzas, Cardenas, Sagua, Caibarien, Nuevitas, Puerto Tarafa, Manati, Puerto Padre, Gibara, Banes, Nipe Antilla, Sagua de Tanamo and Baracoa.
SOUTH COAST : Guantanamo(Caimanera), Santiago de Cuba, Manzanillo, Santa Cruz del Sur, Jucaro, Tunas de Zaza, Trinidad, Casilda, Cienfuegos, Batabano, Nueva Gerona and Los Indios, Isle of Pines.

2nd; that air ships which coming from abroad go to any other point on the coast of the Republic not listed above must necessarily land in one of said ports for clearance in accord with maritime legislation and the place where they land must be within the jurisdiction of the Custom House of the port towards which they are headed.
3rd: The following places are habilitated as maritime sub-ports for aircraft, during such time as there may be therein authorities of the Maritime Sanitation Service and are used for the clearance of vessels coming from abroad; SANTA LUCIA, (P.del Rio), Vita (Oriente), Samá (Oriente), Daiquiri(Oriente), and Palo Alto (Camaguey).
4th: That every aircraft which lands at places not authorized or which in any manner infringes the legal provisions of the Republic with regard to sanitation, immigration or Customs, shall incur the same penalities established in maritime legislation with regard to vessels which commit such infringements.
5th; To entrust the Secretaries of War and Navy and of the Treasurer with the fulfillment of what is provided in the present decree.
Given at the Presidential Palace, Habana, 6 November, 1928".

James C.R. Schwenck
JAMES C.R.SCHWENCK
MAJOR GS MA.

M/A Report 3035 15 Nov. 1928.

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NND 740058
By AMF NARS, Date 05/04/89

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AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE.
HAVANA, CUBA.

OFFICE CHIEF OF STAFF
MILITARY DIV
MAR 20

March 8, 1929. 3-1 2079-20 4

No. 3063

To: A. C. of S., G-2.

Subject: New Aeronautic Regulations.

RECEIVED G-2 W. D. MAR 19 1929

1. There are attached hereto copies of a report on the above subject prepared by the Assistant Trade Commissioner in the Commercial Attache's Office under date of February 26, 1929.

James C. R. Schwenck.

JAMES C. R. SCHWENCK,
Major, General Staff,
Military Attache.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MAR 20 1929

Subject: TREASURY CIRCULAR No. 9 - NEW AERONAUTIC REGULATIONS. 4-1 2079-20

The above circular gives the contents of Presidential Decree No. 113, by which are established detailed regulations covering the Custom and similar treatment which is to be given to incoming and outgoing civil aeroplanes.

By the Decree of April 21, 1928, there was established the Division of Aviation attached to the general staff of the Army with jurisdiction over all matters relating to civil aeronautics. Nevertheless the Treasury Department is given authority over custom and immigration inspection, and inasmuch as no custom service has been organized to collect duties on merchandise imported by air, nor any service to enforce the immigration and sanitary regulations with respect to air traffic, it was found necessary to apply the general regulations already existing to this traffic with proper adaptations, especially with a view to rapid dispatch. In accordance with this situation and need, the following general regulations for the examination and dispatch of private merchant aeroplanes engaged in the transportation of passengers and merchandise from any part of the Republic to a foreign country, or from any foreign country to the national territory were established:

1. The importation by means of aeroplane commerces as soon as the plane enters the air above the jurisdictional waters of Cuba, and from that moment the passengers and merchandise carried become subject to the jurisdiction of the Treasury Department in all respects which have to do with the enforcement of these regulations. While a private commercial aeroplane is in the national territory, or in the air above said territory, including the jurisdictional waters, it is understood to be subject to the jurisdiction of the Treasury Department. Any aeroplane which enters the jurisdiction of the Treasury Department must comply with the requisites and obtain the proper authorization herein set forth in order to leave.

2. No aeroplane coming from a foreign country may rest in the national territory in any place which is not an airport or an airdrome previously habilitated, with the exceptions of forced landings. The airports and airdromes of the Army and Navy are considered habilitated but in order to be utilized as places for landing by private merchant aeroplanes, previous authorization from the War and Navy Department will be necessary. This authorization may be revoked at any moment and for any reason and creates no right in behalf of the favored party.

3. Entry of Aeroplanes. Before leaving from any point in a foreign country for the Republic the pilot of the aeroplane undertaking the flight will communicate this fact to the Custom House of the district in which he expects to make the first landing in Cuban territory, specifying the type of aeroplane, its special marks or signs and the name of the pilot. In the case of aeroplanes which have established a regular service with a foreign country this previous advice is not necessary.

4. Any person who has in his charge any aeroplane which enters the jurisdiction of the Republic from a foreign point will immediately upon landing communicate his arrival to the Administrator of Customs of the district and will proceed to comply with the regulations in force in custom and immigration matters and in the form set forth in these regulations.

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By AMF NARS, Date 05/04/89

5. As soon as a foreign aeroplane lands in the national territory or its jurisdictional waters the captain or pilot will present to the delegate of the Administrator of Customs in the corresponding airport or airdrome the following documents, and no others:

(a) List of passengers and an account of the personal baggage.
(b) An account of the crew.
(c) Manifest of cargo.
(d) Certificate of the Cuban Consul in the place nearest the point of departure from the foreign country, in accordance with the provisions of Decree No. 773 of July 12,1927.
(e) Sanitary document issued by the same Consul.

6. All the merchandise and personal baggage imported by aeroplanes, with the exception of correspondence and that which is to be carried to other places abroad, is to be unloaded in the presence of the delegate of the Administrator of Customs in the corresponding airport or airdrome and inspected by him. If said merchandise and baggage is unloaded for its carriage in transit through the Republic to other places abroad, the captain or pilot of the plane, or his consignees in the place, must furnish bond in accordance with the custom regulations. If it is not unloaded, neither payment of duty nor bond is necessary. In case the aeroplane, for any reason, should land in the national territory in a place not habilitated as an airport or airdrome, the captain, pilot or consignee will be obliged, individually and severally, to pay the extra expenses incurred by the Administrator in the examination of the merchandise, passengers and baggage.

7. The Secretary of the Treasury will empower the Administrator of Customs of the corresponding district to name a delegate who will represent him in the airport or airdrome, as well as one or more appraisers, for the examination and assessment of duty on the merchandise imported. Said delegate will comply with and enforce all the requirements and provisions of the custom regulations; he will represent the Department of Immigration and the monetary section of the Treasury Department and will authorize the disembarkation of passengers accompanied by a physician who will be designated with permanent character for each airport and airdrome by the Secretary of Sanitation; he will receive the customs duties and any other duties that must be paid for the arrival or departure of aeroplanes and their merchandise or passengers; he will dispatch and authorize the entry and departure of aeroplanes, and of the merchandise, passengers and ~~planes~~ baggage, which engage in traffic to the airport or airdrome where he exercises his functions, authorizing and issuing the necessary documents. The operations relating to the fulfillment of the custom, sanitary, immigration and any other regulations will be attended to by this delegate in the airport, without the necessity of the pilot or captain of the plane, the owner, consignee or shipper of same, or its merchandise, nor of the passengers having to direct themselves to any other public office not of this delegate in all matters relating to these regulations. For the proper protection of the public administration, the Administrator of Customs, before giving possession of his post to the delegate whom he designates, will require such bond as he may deem proper for the faithful discharge of his functions.

8. Dispatch of Aeroplanes. No aeroplane may be dispatched without having on board all the documents, papers and books required as follows: a matriculation of registry, the authorization of its personnel, a patent of aero navigation, a patent of

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sanitation, a roll of the crew, a manifest of the cargo and bills of lading, a list of passengers and a copy of the Code of Commerce.

9. The person who is in charge or command of an aeroplane engaged in the transportation of merchandise, including the mail or passengers, on the basis of price, destined for a foreign place, before departure will deliver to the custom delegate of the airport or airdrome a manifest of all the cargo received abroad and its full value at the point of shipment, signed by said person under oath. On receipt of said manifest sworn to in the prescribed form, the delegate will dispatch the aeroplane and its cargo but without specifying in the documents that he issues for this purpose the details of the lading, unless solicited by the interested parties.

10. Before dispatching an aeroplane for foreign destination, the owners, shippers or remitters of the cargo, or of any part thereof, will declare it under oath, detailing the class and quality of the articles shipped and the cost at the point of shipment, swearing before the custom delegate, together with the person who is in charge or command of the aeroplane the foreign place where it is intended to discharge the merchandise.

11. Before dispatching an aeroplane for a foreign destination the person in charge or in command of the same will deliver to the custom delegate a complete list of the passengers carried, with their full names and domicile.

12. If after an aeroplane has been dispatched for a foreign destination it should find it necessary, by accidental cause or act of God, to unload any merchandise of foreign origin which had already paid the corresponding custom duties, the person in charge or command of such aeroplane will communicate immediately with the Administrator of Customs of the district which the accident occurred.

13. All the operations carried on by the Custom delegate where a habilitated airport or airdrome exists, for the entry or departure of aeroplanes and of merchandise or passengers transported by aeroplane, will be realized and executed with the greatest possible rapidity, without taking into account the requisites prescribed by other regulations in force.

14. The penal provisions of the custom regulations and other laws and decrees in force are understood to apply to air traffic when they are compatible with these regulations.

15. Notwithstanding the general supervision which, in accordance with the regulations of April 21, 1928, is exercised by the Department of War and Navy over all the airports, airdromes and emergency landing fields of the Republic, the custom delegate as well as the subaltern personnel at his command and the visiting physician named by the Secretary of Sanitation, may freely enter and leave such airports, airdromes or landing fields to fulfill their duties without any obstruction whatsoever, the Army and Naval forces interfering only when their assistance is required by the delegate.

16. In every airport or airdrome the private persons or enterprises engaged in air traffic will provide adequate office for the custom delegate conditioning him in proper manner for the performance of his service of inspection and vigilence of passengers and merchandise. All this must first be authorized by the Department of War and Navy.

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17. Command of Aeroplanes. It will be understood that the pilot who guides the aeroplane is the captain to whom the custom regulations refer, and such other regulations as govern maritime traffic, and will, therefore, be subjected to the responsibilities exacted of captains.

18. Air Traffic. No aeroplane may fly over a city or town at an altitude lower than that required to land outside its limits in the event of mechanical trouble.

GENERAL EXCEPTIONS

19. An aeroplane engaged in the international transportation of merchandise or passengers with fixed itineraries and which make round trips from the Republic to a foreign country within a period of not over ten days, will present to the custom delegate in the corresponding airport or airdrome a list of passengers and a manifest of the cargo carried and, whenever necessary, a corresponding sanitary patent. These documents presented, the delegate will leave the aeroplane free or, according to the case, will dispatch it with the corresponding clearance for departure. Where merchandise is not carried, no manifest need be presented.

20. In order to fall under this provision of exception, it will be necessary that the person in charge or command of the aeroplane present a detailed account of the itinerary to be followed and the probable dates of arrival and departure from the Republic, giving also the names of the crew and the special marks of the plane. This account will be presented to the Secretary of the Treasury by the Administrator of Customs in any district in which it is proposed to establish a place for landing. The approval of the itinerary by the Treasury Department, with audience of the Department of War and Navy, will permit the aeroplane to enter the national territory and depart without fulfilling requirements other than those set forth in provision No. 16 above.

21. The persons or entities, owners or consignees of aeroplanes engaged in air traffic with fixed itineraries, in accordance with the provisionsof regulation 16 above, may hold in the airports, or airdromes of their itinerary other aeroplanes, with their corresponding crews, and may at any moment substitute one aeroplane dispatched for a trip, or its crew, for any of the aeroplanes held in such airport or airdrome, and their corresponding crew, provided that before such substitution a detailed account of the aeroplane and crew substituted is presented to the Treasury Department in the form provided in regulation No. 17, and provided that the general authorization of which that regulation treats has been obtained.

These regulations are understood to complement those of April 21, 1928, and in no way to modify the general custom, sanitary, maritime and immigration regulations except as to the procedure established in the present regulations and no other forms or documents will be employed in the dispatching of the matters regulated by this law than those approved by the Secretary of the Treasury, before the present regulations take force.

These regulations will go into effect five days after their promulgation in the Official Gazette, and the Secretaries of War and Navy, of Sanitation and of the Treasury will be charged with the execution of the provisions of this law.

(Prepared by O.R.Strackbein, Assistant Trade Commissioner, Feb.26, 1929.

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By AMF NARS, Date 05/04/89

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American Embassy,

OFFICE OF THE MILITARY ATTACHE,
HAVANA, CUBA.

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
APR 10 1929
WAR DEPARTMENT

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April 4, 1929.

Madison
2079-20
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No. 3072

To: A. C. of S., G-2.

Subject: New Aeronautic Regulations.

RECEIVED G-2 W. D. APR 10 1929

1. With reference to your evaluation report of March 21, 1929, on the above subject (#3063 of March 8, 1929), I desire to state that the new aeronautic regulations were published in the Official Gazette of February 15, 1929.

James C. R. Schwenck

JAMES C.R.SCHWENCK,
Major, General Staff,
Military Attache.

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NND 740058
By AMF NARS, Date 05/04/89

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OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
NOV 2
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WAR DEPARTMENT

G-2 Report

CUBA (Economic)

Subject: International Agreements on Regulation of Air Navigation.

RECEIVED G/2 W. D. NOV 1 - 1929

1. The Cuban General Staff has recently issued a bulletin, copy of which is enclosed, entitled, "Procedure for Aircraft Entering Cuba and Returning to the United States." This bulletin contains information of the correct procedure for commercial aircraft to follow in entering Cuba from the United States and departing from Cuba to the United States, and is the first comprehensive regulation issued on the subject.

2. Copies of this regulation have been furnished by me to the American companies engaged in commercial aviation in Cuba.

J. J. O'HARE,
Major, General Staff,
Military Attaché.

From: M.A., Havana. Report No. 3141. Date: October 29, 1929.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
NOV 1929

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PROCEDURE FOR AIRCRAFT ENTERING CUBA AND RETURNING TO THE UNITED STATES.

Entering Cuba.

(1) Before American owned aircraft (other than military) will be permitted to enter Cuba, such aircraft must be licensed and registered by the United States Department of Commerce. The letter "N" must precede the license number and symbol, such as NC, NR or NS. Such aircraft must also carry aircraft and engine log books, and the aircraft license must be displayed in the manner provided by the Air Commerce Regulations.

(2) The pilot must be licensed by the United States Department of Commerce, and shall have his license and pilot's log book in his possession.

(3) Before taking off from a foreign port or place for Cuba, the pilot of any aircraft shall first obtain authorization from the War Department of Cuba (this Department is in charge of the civil as well as military aviation) to fly over Cuban territory. He shall also inform the collector of customs at the place of first landing of the intended flight; giving the type of aircraft, the markings thereon, the name of the pilot, and the approximate time of arrival. The requirement of this advance notice, however, shall not apply after service by such aircraft on a regular schedule has been established.

(4) The person having charge of any aircraft arriving in Cuba from any foreign port shall immediately report his arrival to the customs officer at the port of entry or custom house at which such aircraft shall be first destined in Cuba and shall comply with Cuban customs, health and immigration laws and regulations.

(5) Any American registered aircraft engaged in the transportation of freight or passengers flying over the Cuban territory should carry a certificate of registration or inscription, issued by the Aviation Section of the War Department of Cuba.

(6) They must also carry for presentation to the Cuban customs:

(a) List of passengers.
(b) An account of the personal baggage.
(c) Manifest of the cargo.
(d) Bill of health.

Items (c) and (d) to be certified by the Cuban Consul nearest to the point of departure from the United States.

Aircraft carrying persons or property for hire must, in addition to the above, comply with the requirements of "Entry and Clearance of Aircraft Regulations" (Aeronautics Bulletin No. 7-C, as issued by United States Department of Commerce).

Returning to the United States.

(1) Before final departure from Cuba, the pilot must report to the Cuban customs.

(2) The person having charge of any aircraft arriving in the United States from any foreign port, whether such flight is made for pleasure or commercially, must comply with the requirements of "Entry and Clearance of Aircraft Regulations," (Aeronauticas Bulletin No. 7-C).

Miscellaneous:

No photographic apparatus shall be installed in, nor shall any photographs be taken from any aircraft while operating in or over Cuban territory unless specific authorization is previously obtained from the War Department of Cuba for the installation of photographic apparatus and to take photographs.

American pilots may not engage in commercial aviation within Cuban territory, unless given specific authorization to do so by the Aviation Section of the War Department of Cuba. American registered aircraft may not be employed in such work.

If the aircraft is licensed to carry passengers in the United States, it may do so between the United States and Cuba or vice versa, providing that authorization from the War Department of Cuba had been obtained to enter in Cuba by the air, but it may not carry passengers between points within Cuba, except in the case of through passengers making a landing enroute. When passengers are carried in accordance with the preceding, the owner or pilot of the aircraft should make arrangements with the Cuban Department of immigracion for their proper entry.

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APR 23

CUBA (Economic)

Subject: Air Traffic Regulation and Control.

RECEIVED G/2 W. D. APR 22 1930

1. Responsive to a petition filed by the "Compania Nacional de Aviacion Curtiss", which, since the opening of its new airport at "General Machado", has been seeking to induce the government to withdraw permission for the indiscriminate landing of visiting aircraft at the government flying field at Camp Columbia; the Secretary of War, General Rojas, on March 25, 1930, issued a Resolution declaring the airport of "General Machado" to be an International Airport and requiring visiting aircraft to land at that airport. A scale of fixed charges is published for the use of field and facilities.

Camp Columbia may now be used only by special permission of the War Department.

2. The following is the text of the Resolution:

"Having examined the record instituted by the General Staff of the Army for the resolution of a petition filed by the Curtiss Cuban National Aviation Company, and after hearing the opinion of the Chief of the General Staff of the Army,

I RESOLVE:

First - To declare as International Air Port the establishment of this character situated in the Borough of General Machado, Municipal District of Santiago de las Vegas, Province of Habana, called "General Machado", which was established pursuant to resolution adopted in paragraph 2 of General Order No. 2223 of 1929, of the General Staff of the Army.

Second - That foreign aircraft which may make use of this International Air Port or of any other which may be legally established in the future, shall only be required on arrival to present consular documents identical to those demanded of freight and passenger maritime vessels.

Third - That in the future all civilian aircraft of any kind which may have to land, shall be required to land at the General Machado International Air Port or at any other establishment of the same character in actual service and legally authorized.

Fourth - The following are exempted from the fulfilment of the provisions of the preceding paragraph:

(a) Aircraft belonging to Companies which may have obtained special authorization from this Department to land at the Columbia Military Air Port and to fly over the tarritory of the Republic.

(b) Aircraft of Companies with authorized routes which may have acquired parcels of land through contracts at Columbia Military Air Port.

Fifth - To request the Department of State to transmit this Resolution to all the consular officials of the Republic abroad, for their information and proper application.

Sixth - To approve the following tariff to be collected by Official or private Air Ports already legally established or which may hereafter be established:

(a) For lease of space for hangar, $600.00 per year.
(b) For the use of the Administration building, $1.50 for every incoming or outgoing passenger.
(c) For lease of office space in the Administration Building, rental shall be collected in accordance with the rate usually collected in Havana and vicinity. This price shall be reasonable.

From: M.A., Havana. Report No. 3267. Date: April 17, 1930.

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(d) For the use of the landing field, $2.50 for every plane of from 1 to 5 passengers; $5.00 for planes of from 6 to 15 passengers, for every landing; $.50 for planes of from 16 to 20 passengers, and $10.00 for planes of more than 20 passengers, all these rates being for every landing.
(e) For the keeping of aeroplanes out of the hangar, covered with canvas, $30.00 per month per plane.
(f) For the gasoline supplied to the planes landing at said airports, a reasonable price over cost shall be charged.

(Signed) C. M. DE ROJAS.
Secretary of War and Navy."

P. Melville,
1st Lieut., Air Corps,
Asst. Military Attache for Air.

Ind.

1. Approved.
2. The action on the part of the government as quoted in the basic report is a very significant political victory for the Curtiss Company, and especially for its representative, Mr. Pawley, as it gives to this company a monopoly similar to that usually exercised by municipal governments in the United States when a municipal airport is established.

J. J. O'HARE,
Major, General Staff,
Military Attache.

From: M.A., Havana. Report No. 3267. Date: April 17, 1930.

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G-2 Report

CUBA (Economic)

Subject: Domestic Regulations.

RECEIVED G/2 W. D. APR 28 1930

1. There is attached hereto copy of English translation of the Cuban Air-Commerce Regulations, published in the OFFICIAL GAZETTE of March 24, 1930.

P. Melville
P. MELVILLE,
1st Lieut., Air Corps,
Asst. Military Attache for Air.

Approved.

J. J. O'Hare
J. J. O'HARE,
Maj., G.S., Mil. Attache.

From: M.A., Havana. Report No. 3272. Date: April 19, 1930.

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Translation of the Cuban Air-Commerce Regulations.
Resolution of the Secretary of War and Navy of Cuba published in the OFFICIAL GAZETTE on March 24, 1930.

RESOLUTION

WHEREAS, action has been taken by the General Staff of the Army to formulate regulations to verify the capability of civil aviator pilots who apply for licenses as such;

In virtue of the powers bestowed upon me by Chapter V of the "General Regulations for Civil Air Navigation, over the Territory of the Republic of Cuba and her jurisdictional waters", as per Decree No. 100, of April 2, 1928:

I RESOLVE

First - To approve the booklet entitled "Rules Governing Licenses and Certificates of Capability" to Civil Aviators, and to put it in force from its publication in the Official Gazette.

Second - Aviators who have secured a license prior to this Resolution shall have to comply with the dispositions contained in said booklet, upon expiration of their present licenses.

Third - That the said booklet be published in the Official Gazette in proper form to the end to which it is destined.

Given at the Castillode la Fuerza, Havana, this sixth day of the month of February 1930.

C. M. de ROJAS
Secretary of War and Navy.

RULES GOVERNING THE ISSUING OF CERTIFICATES
OF CAPABILITY TO CIVIL AVIATORS.

Art. 1 - The term "aviator" means any individual (including the person in command and any pilot, mechanic, or member of the crew), who engages in the navigation of aircraft while under way, and any individual who is in charge of the inspection, or repairing of aircraft.

Art. 2 - It shall be unlawful and considered an infringement to the "General Regulations Governing Civil Air Navigation over the Territory of the Republic of Cuba and her Jurisdictional Waters", to serve as an airman in connection with an aircraft registered in the Republic of Cuba, without an airman certificate of capability or in violation of the terms of any such certificate.

Certificates of Capability for Civil Aviator Pilots - Classification of Same

Art. 3 - Civil Aviator Pilots are classed as commercial or private pilots.

Art. 4 - Civil Aviator Pilots are licensed as Transport, Limited Commercial, Industrial, or Glider Pilots.

Art. 5 - Private pilots are designated as private pilots (without other qualifications), or as student pilots.

Art. 6 - A person may hold more than one license, such as a pilot's and mechanic's licenses, but a pilot holding a license of a higher class will not be issued other classes of pilot's licenses.

Art. 7 - The different classes of civil aviator pilots in order of importance, from lower to higher class, are as follows:

1. Glider Pilots
2. Student Pilots
3. Private Pilots
4. Industrial Pilots
5. Limited Commercial Pilots
6. Transport Pilots

Privileges and Restriction of Licensed Pilots

Art. 8 - Except as otherwise provided in these regulations, the privileges conferred and restrictions imposed upon licensed pilots are as follows:

(A) Transport pilots may pilot any type of licensed aircraft, but shall not carry persons for hire in licensed aircraft other than in those types and within the classes specified in their license. Such classes of aircrafts shall be determined according to thetype of aircraft in which he be examined prior to the issuing of his certificate of capability as Transport Pilot.

In relation to the Certificates of Capability for Civil Aviator Pilots the various classes of aircraft shall be classified from lower to higher classes, as follows:

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Class 1A. Gross weight not more than 3,500 lbs., single engine, open cockpit.
Class 1B. Gross weight not more than 3,500 lbs., multi engine, open cockpit.
Class 1C. Gross weight not more than 3,500 lbs. single engine, cabin.
Class 1D. Gross weight not more than 3,500 lbs., multi engine, cabin.
Class 2A. Gross weight between 3,500 and 7,000 lbs.,single engine,open cockpit.
Class 2B. Gross weight between 3,500 and 7,000 lbs., multi engine,open cockpit.
Class 2C. Gross weight between 3,500 and 7,000 lbs., single engine, cabin.
Class 2D. Gross weight between 3,500 and 7,000 lbs.,multi engine, cabin.
Class 3A. Gross weight over 7,000 lbs., single engine, open cockpit.
Class 3B. Gross weight over 7,000 lbs., multi engine, open cockpit.
Class 3C. Gross weight over 7,000 lbs., single engine, cabin.
Class 3D. Gross weight over 7,000 lbs., multi engine, cabin.

Transport pilots shall demonstrate their ability to navigate licensed aircraft of one or more of the classes set forth above. Such demonstration shall be to the satisfaction of a examining tribunal to be designated by the General Staff of the Army. Transport pilots shall not pilot unlicensed aircraft carrying persons or property for hire, or free, unless such aircraft be licensed and of the class specified in his Certificate of Capability as Civil Aviator Pilot.

(B) Limited commercial pilots shall have all of the privileges conferred and be subject to all of the restrictions imposed upon transport pilots, except they shall not, for hire, instruct students in the operation of aircraft in flight and they shall not pilot aircraft carrying persons for hire outside of the areas mentioned in their Certificates of Capability as a Limited Commercial Pilot. These areas shall not exceed a radio of one hundred miles around his base of operations. This class of pilots may be permitted to function as copilot on dual-controlled aircraft when accompanied by a transport pilot who is in command of and responsible for the operation of such aircraft, but shall not credit such time as solo flying experience.

(C) Industrial pilots may pilot any type of licensed aircraft, but in no case carrying persons for hire. This class of pilots may carry property for hire in aircraft within the classes specified in his Certificate of Capability, or in aircraft of inferior classification.

(D) Glider pilots may pilot any type of motorless aircraft, but shall not transport persons nor property, nor instruct students except in licensed motorless aircraft.

(E) Private pilots notdesignated as students may pilot licensed aircraft, but shall not carry persons or property for hire in licensed or unlicensed aircraft. Private pilots designated as students are licensed only for the purpose of piloting licensed aircraft, including gliders, when receiving flying instruction as such student pilots. Such student pilots shall not pilot licensed or unlicensed aircraft carrying persons or property for hire, and shall not pilot licensed aircraft for any other purpose than receiving flying instructions nor within any other area than that specified in their licenses.

Private pilots shall not, for hire, instruct students in the operation of aircraft in flight.

Applications for Pilot's Certificates of Capability

Art. 9 - An application for a pilot's Certificate of Capability or license must be filed upon model No. 17 with the Director Chief of the General Staff of the Army. An applicant for a pilot's certificate of Capability or License, from class second of Art. 8 up, must appear for a physical examination before a Commission of Military Physicians designated by the General Staff of the Army and pass such examination, unless he is exempt under these regulations.

Character, Age and Citizenship Qualifications.

Art. 10 - An applicant for a pilot's Certificate of Capability must be of good moral character. The minimum age requirements are 14 years for glider pilots, 16 years for private pilots and 18 years for industrial, limited commercial, and transport pilots. A glider or private pilot may be a citizen of any country. An industrial, limited commercial, or transport pilot must be a citizen of Cuba or a citizen of a foreign country which grants reciprocal

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commercial pilot privileges to Cuban citizens on equal terms and conditions with citizens of such foreign country, or an alien who has filed his declaration of intention to become a citizen of Cuba, and send to the General Staff of the Army, together with his application, a document evidencing such declaration of intention, and stating the court in which filed. He must prosecute the naturalization proceedings under penalty of the revocation of his pilot's Certificate of Capability or License, and from time to time keep the General Staff of the Army advised of the status of such proceedings. If the applicant is a Cuban citizen he must file his birth certificate and citizenship certificate together with his application, and a certificate issued by the Convicts Registrar of the Department of Justice stating that the applicant has no penal record. If the applicant is not a Cuban citizen he must submit legal documents evidencing his character, citzenship and age. All applicants for pilots Certificate of Capability or License above the grade of private pilot shall be able to read and write the Spanish language, and to pilot aircraft registered in the Republic of Cuba they shall furthermore speak and understand said Spanish language.

Pilots working for Companies operating an international route will not be required to be of Cuban citizenship, if their Certificates of Capability or Licenses have been issued and are in force in the country to which their Companies belong.

Flying Experience Requirements

Art. 11 - An applicant for a pilot's Certificate of Capability or License must have at least the following flying experience:

(a) Transport pilot - 200 hours total flying, of which not less than 36, and not over 50 may be dual flying, and at least 5 hours of solo flying within the last preceding 60 days prior to the filing of the application.

(b) Limited Commercial Pilots - The same flying conditions required for Industrial Pilots in the following paragraph.

(c) Industrial pilots - 50 hours total flying, of which not less than 15 and not over 25 shall have to be dual flying, and at least 5 hours of solo flying within the last preceding 60 days prior to the filing of the application.

(d) Private pilots - Private pilots not designated as students, 10 hours solo flying, of which at least 2 hours must have been within the last preceding 60 days prior to the filing of the application. An applicant who is a graduate of an approved civil school, authorized by the Department of War and Navy may be privileged to credit his solo flying effected while in school for the obtention of his Certificate of Capability or License, provided such applicant applies for his Certificate of Capability or License within 10 days from the date of graduation.

(e) Glider pilots - No flying experience.

Pilot's Physical Qualifications.

Art. 12 - The physical examinations provided for herein must be accomplished before the practical and theoretical tests will be given. The qualifications are as follows:

(a) Private pilots - Absence of organic disease or defect which would interfere with safe handling of an airplane under the conditions of private flying; visual acuity of at least 20/40 in each eye; less than 20/40 may be accepted if the pilot wears a correction in his goggles bringing his vision approximately to normal and has normal judgment of distance without correction. However, in the case of student pilots this will not apply, but if a student has 20/50 in one eye and 20/40 or better in the other, with normal judgment of distance, with correction, he may be accepted if his physical condition is satisfactory, and if his vision can be corrected approximately to normal by goggles; good judgment of distance; no diplopia in any position; normal fields and color vision; no organic disease of eye or internal ear.

(b) Industrial Pilots - Absence of any organic disease or defect which would interfere with the safe handling of an airplane; visual acuity of not less than 20/30 in each eye, although in certain instances less than 20/30 may be accepted if the applicant wears a correction to 20/20 in his goggles and has good judgment of distance without correction; no diplopia in any field; normal visual fields and color vision; absence of organic disease of the eye, ear, nose or throat.

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(c) Limited Commercial Pilots - The same physical qualifications prescribed for transport pilots.

(d) Transport Pilots - Good past history; sound pulmonary and genito-urinary systems; freedom from material structural defects or limitations; freedom from disease of the ductless glands; normal central, peripheral and color vision; normal judgment of distance; only slight defects of ocular muscle balance; freedom from ocular disease; absence of obstructive or diseased conditions of the ear, nose and throat; no abnormalities of equilibrium that would interfere with flying.

(e) Glider pilots - The same physical qualifications prescribed for private pilots.

(f) Waivers - In the case of trained, experienced flyers the Department of War and Navy may grant waivers for physical defects designated as disqualifying by these regulations when, in the opinion of said body, the experience of the pilot will compensate for the defect. A waiver once granted will hold indefinitely so long as the defect for which it was granted has not increased or unless cancelled by the Department of War and Navy.

Exemption from prescribed Physical Examination.

Art. 13 - An applicant for a pilot's Certificate of Capability or License (or its renewal), may be exempt from the physical examination prescribed in these regulations upon filing with the Department of War and Navy a certified copy of the examination for flying in the Army or Navy (both Cuban national), made within 6 months of the date of filing his application for his pilot's Certificate of Capability or License or its renewal, provided his physical qualifications as shown by such copy of the examination are not less than those required by these regulations for the class of license or certificate for which he applies. Pilots licensed in a lower grade applying for a higher grade of certificate or license must submit a new satisfactory physical examination for the grade applied for, unless the previous examination submitted was of equal or higher grade as that required under the new classification and, in the opinion of the Department of War and Navy, is of recent enough date to warrant exemption.

Pilots' Examinations and Tests

Art. 14 - Unless exempt under these regulations, candidates must pass the following examinations and tests.

(a) Transport Pilots.

(I) Practical and theoretical examination on the following subjects:

1. Air Civil Regulations of the Republic of Cuba.
2. Air Traffic Regulations.
3. Air Navigation.
4. Meteorology.
5. Aeroplanes.
6. Motors.

(II). Practical flight test, as follows:

In addition to the normal take-offs and landings, the following maneuvers will be required: 360 degree turns with engine throttled, and land in normal landing attitude, touching ground in front of and within 200 feet of a line designated by examining tribunal.

180 degree turns with engine throttled, and land in normal landing attitude, touching ground in front of and within 200 feet of a line designated by examining tribunal.

A series of figure 8 turns at 800 to 1,000 feet altitude.

Spirals in one direction from 2,000 feet, with engine throttled, and land in normal landing attitude by wheels touching ground in front of and within 200 feet of a line designated by examining tribunal.

Fly in emergency maneuvers such as the examining tribunal deems necessary, in accordance with type of aircraft used.

Fly over a triangular or rectangular course at least 100 miles, landing at place of take-off within five hours. This flight shall also include two obligatory landings, not at point of departure, when craft must come to rest. The course will be designated and the candidate will be furnished with route information by the examining tribunal at time of departure; the examining tribunal will determine whether the course was correctly followed and whether obligatory landings were satisfactory. Upon the presentation of satisfactory proof that the candidate has engaged in solo cross-country flights at a distance of at least 100 miles within one year preceding the date of his application the flight specified in this paragraph will be omitted.

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(b) Limited Commercial Pilots. The same examinations and tests as are prescribed for transport pilots, except the country flight will be only 60 miles.

(c) Industrial Pilots. The same examinations as prescribed for limited commercial pilots.

(d) Private Pilots. Examination on the air-traffic regulations and on air-commerce regulations.

The practical flight test will be as follows: From 800 feet make a series of three figure 8 turns after making a normal take-off. From 2,000 feet make a spiral landing in one direction with engine throttled or at minimum, and make normal landing in front and within 500 feet of a line designated by the examining tribunal.

(e) Glider Pilots. Examination on air-traffic regulations and on air-commerce regulations. Flight test consisting of take-off, turn and landing.

(f) Reexamination. Applicants for pilot's certificates of capability or licenses who have failed to successfully accomplish the prescribed theoretical or practical tests may apply for reexamination at any time after the expiration of 90 days from the date of such failure.

If the physical examination has expired for the class of certificate for which application has been made, a new physical examination must be submitted.

Art. 15 - Theoretical examinations will be conducted in accordance with the following program:

Air-Commerce Regulations - The examination will cover this subject in full, and the examining tribunal will select ten questions to be answered in writing.

Air-Traffic Regulations - The examination will cover this subject in full, and the examining tribunal will select ten questions to be answered in writing.

Air Navigation

1. Instruments used in air navigation.
2. Charts and maps.
3. Methods of navigation.
4. Classes of navigation.
5. Navigation problems by comparison and by judgment.
6. Classes of compass.
7. Magnetic compass.
8. Variation, deviation and declination (magnetic).
9. Errors of magnetic compass.
10. Isodonic charts.
11. Correction of errors of magnetic compass.
12. Conversion of direction.

Meteorology

1. Nature of atmosphere.
2. Constitution of the air.
3. Meteorological elements.
4. Meteorological instruments, their application and use.
5. Winds.
6. Local movement of air.
7. Clouds.
8. Fogs.
9. Precipitation (rain).
10. Troposphere and Stratusphere.
11. Meteorological charts and their use, high and low regions.
12. Cyclones and anti-cyclones.
13. Isobaric forms.
14. Prediction of weather.

Aeroplanes

1. Aeroplanes and their nomenclature.
2. How propulsion of aeroplanes is effected.
3. Use and reading of aeroplane instruments.
4. How support of aeroplanes is obtained.
5. How aeroplanes are stabilized and controlled.
6. Alinement of aeroplanes and correction of defects.

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Motors

1. Theory of the operation of motors of internal combustion.
2. Classification, in accordance to cycles.
3. Basic principles of ignition, carburetion, lubrication and cooling systems.
4. Diezel system.
5. Theoretical and practical test of eliminatory system for the location of failure of the motor (applicant has the privilege to select, up to a certain limit, the motor on which he wants to be examined; preferably a motor similar to the motor in the plane where the flying test is given).

Each of the above subjects will be rated from 0 to 100. The minimum passing grade for any subject in the foregoing theoretical examinations shall be 70%. An applicant grading less than 30% of the total note in any one of the topics forming the foregoing subjects shall not be approved.

The practical flying tests shall be rated as approved or disapproved, to the judgment of the examining tribunal of the General Staff of the Army.

The examinations will be held at such times and places as the General Staff of the Army shall designate. Candidates for pilots' Certificates of Capability or licenses must furnish a commercially licensed airplane or one eligible for commercial license, equipped with dual control, in which the flying tests are to be made, unless the General Staff of the Army makes other provisions therefor.

Duration and Renewal of Pilots' Certificates of Capability or Licenses

Art. 16 - (a). Unless sooner suspended or revoked, transport and limited commercial pilots' certificates of capability or licenses shall remain in force for six months, and industrial, glider and private licenses one year from date or issuance.

The General Staff of the Army may, at any time, require the holder of such certificates of capability or licenses to undergo a reexamination in any of the theoretical or practical tests prescribed as prerequisited for the original certificate or license.

(b). Certificates or licenses may be renewed for like periods where the prescribed physical condition of the holder is shown by the same method as when the original license was issued, except that a transport or limited commercial pilot shall prove by a properly certified log book that he has had at least 10 hours of solo flying within the last six months in each of the classes for which he desires renewal. Industrial pilots shall have had at least 25 hours within the last year, glider pilots shall have made at least 10 gliding flights or 1 soaring flight of at least 1 hour's duration, and private pilots at least 10 hours within the last year, substantiated in the same manner as transport and limited commercial pilots.

(c). If an applicant for renewal applies within six months after the expiration of his last certificate or license, a renewal may be issued to him upon proof of his physical qualifications and the passing of the flight tests required for the class of certificate or license for which renewal is requested.

(d). Upon 10 days' notice to and approval of the General Staff of the Army the area for permissible flying of aircraft carrying passengers for hire designated in the license or certificate of capability of limited commercial pilot may be changed to other areas, but the radius of said area will have to be in accordance with paragraph (b) of Art. 8.

(e). Upon application and for good cause shown the certificate of capability or license specified in these regulations may be extended for sixty days.

Personal possession of pilots' certificates or licenses

Art. 17. The pilot's certificate of capability or license shall be kept in his personal possession when he is piloting aircraft and must be presented for inspection upon the demand of any passenger or any authorized official or member of the Army and Navy, or national, provincial or municipal officials charged with enforcing the regulations on this subject.

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Log Book

Art. 18. All pilots having a certificate of capability or license must keep an accurate record of his flying time in a log book in which the entries have been certified to and signed by him. These must be attested by one of the following persons:

(a) An official of an approved type airplane or engine manufacturing company.
(b) An official of an approved flying school.
(c) A Notary Public.
(d) A contract Cuban Air-mail operator.
(e) A properly authorized operations officer of the Army or Navy.
(f) Aeronautical inspectors of the Nation, Province or Municipality.
(g) Any officer of an organization engaged in the operation of aircraft when such officer has direct knowledge of the authenticity of the entries, the organization to which he belongs being responsible for his declaration.

This long book shall contain the date of flight, the type of aircraft flown, the license or identification number of such aircraft, the type of engine, the duration of the flight, and the points between which such flight was made. In addition, any serious damage to the aircraft shall be noted. This log book must be presented upon demand, to any member of the Army or Navy, or official of the Nation, Province or Municipality, enforcing the regulations on this subject

Carrying Passengers in Various Classes of Airplanes.

Art. 19. A licensed pilot authorized to transport passengers for hire shall not do so in a type of aircraft which he has not previously operated within the last preceding 90 days for at least two hours, except where he makes practice flights in such type for at least one-half hour, including 10 landings, 3 of which must have been to a full stop.

Pilots' Night-Flying Qualifications.

Art. 20. A transport or limited commercial pilot who has not had at least two hours of night solo flying within the last preceding 90 days shall not pilot aircraft carrying passengers, for hire, between one-half hour after sunset and one-half hour before sunrise, except where he takes off and lands between one-half hour after sunset and one-half hour before sunrise, at least ten times solo. At least three of such landings must be to a full stop.

Meaning of Solo Flying

Art. 21. As used in these regulations a person is engaged in solo flying when he is the sole operator of the controls and is in command of aircraft in flight.

A copilot who is a licensed transport pilot may credit the time during which he actually is the sole manipulator of the controls, although he may not be in command of the aircraft.

Suspension or Revocation of Certificates of Capability or Licenses.

Art. 22. Pilots' Certificates of Capability or Licenses will be suspended or revoked for:

(a) Violating any provision of the General Air-Commerce Regulations, or of any one of these regulations.
(b) Carelessness or inattention to duty.
(c) Unsound physical condition or any demonstration of incompetency in the operation of aircraft, or repair thereof.
(d) Being under the influence or using or having personal possession of intoxicating liquor, cocaine, or other habit-forming drugs while on duty.
(e) Refusal to exhibit his certificate of capability or license upon proper demand.
(f) Violating air-traffic rules.
(g) Making any false statement in application for license or in any reports required to be submitted by the Government.
(h) Carrying passengers who are obviously under the influence of intoxicating liquor, cocaine, or other habit-forming drugs.
(i) Piloting aircraft carrying passengers in excess of the number authorized in the aircraft license. Infants under 2 years of age are excepted, provided the maximum useful load is not exceeded.
(j) Doing any act in connection with aircraft which is contrary to the public safety or interest or detrimental to the morale of pilots or mechanics.
(k) Using or displaying certificate of capability or license for any fraudulent purpose.

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G-2 Report

CUBA (Economic)

Subject: Domestic Regulations.

RECEIVED G/2 W. D. JUN 24 1930

1. By Presidential Decree No. 695, published June 3, 1930, the decree published in 1928, which prohibited the arrival and departure of airplanes in the Province of Havana after 3:00 P.M., is officially annulled. With the cancellation of this decree, which, as reported previously, is thought to have been promulgated for ulterior reasons, there remain no restrictions regarding flying in Cuba by day or night.

P. MELVILLE,
1st Lieut., Air Corps,
Asst. Military Attache for Air.

Approved.

J. J. O'HARE,
Major, General Staff,
Military Attache.

From: M.A., Havana. Report No. 5333. Date: June 17, 1930.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

G-2 Report

5-1 2079-20
5500-a.
10

WAR DEPARTMENT
JAN 20 1932

7

CUBA (Economic)

Subject: Domestic Regulations.

WAR DEPT. A.C.W.D. JAN 19 1932

1. The Official Gazette of January 11, 1932, published a resolution made by the Secretary of War and Navy, which provided that persons holding a limited commercial license and acting as co-pilots on commercial lines in the national territory of Cuba may accredit twenty-five percent of their total time as such to solo flying time.

Elwood R. Quesada

Elwood R. Quesada,
Lieut. Air Corps,
Asst. Military Attache for Air.

Source: Official
Documents.

1st. Ind.

Office of the Military Attache, Havana, Cuba, January 14, 1932:
To the Assistant Chief of Staff, G-2.

1. Approved.

J. J. O'Hare

J. J. O'HARE,
Major, General Staff,
Military Attache

From M. A., Havana No. 3677 Dated: January 14,1932.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Service Journals.

MIL. INTEL. DIV.

G-1 10207 9-20

WAR DEPARTMENT

G-2 Report 8010

7

CUBA (Aviation-Government-General)

Subject: Air Laws and Regulations.

RECEIVED G/2 W. D. JUL 5 1935

1. On June 12, 1935, the Cuban State Department renewed for one year the blanket permission previously granted for aircraft (including lighter-than-aircraft) belonging to the United States Government, to fly over and, when necessary, to land in Cuba.

T. N. Gimperling,
Lieut. Colonel, Infantry,
Military Attache.

Source: Embassy Files

TNG:vm

From M.A., Havana Report No.5000 Date: June 25, 1935.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

DEC 28 1937
OFFICE OF THE CHIEF OF STAFF
MIL., INTEL. DIV.

6-1 2079-20 12

No Objection to Publication in Service Journals.

WAR DEPARTMENT

G-2 Report 8800

CUBA (Civil Aviation)

Subject: Airports, Airways, Seaplane Bases - General.

General Government Policy on Control and Method by which it is Exercised.

RECEIVED G/2 W.D. DEC 27 1937

1. Cuban Government control of commercial and private aviation comes under three broad divisions, as follows:

(a) The Cuban Army controls the basic operations of all aircraft within the national territory under authority of Presidential Decree No.548, dated April 21, 1928, with various subsequent modifications, known as the "Reglamento de Navegacion Aerea Civil sobre el Territorio de la Republica de Cuba y sus Aguas Jurisdiccionales." (Regulations for Aerial Civil Navigation over the territory of the Republic of Cuba and its adjacent waters). The "Reglamento" follows quite closely the example established at that time by the aviation regulations of the United States Department of Commerce and grants to the Cuban Army supervision over and control of all airports, airplanes, flight personnel, and flights. Maintenance of safety in aerial navigation is a responsibility of the Cuban Army in accordance with the obligations imposed by the "Reglamento" and the Army may grant or refuse licenses and permits for aircraft, pilots, aerodromes, etc. A simple Aviation Commission is created by the "Reglamento" but the Commission actually was formed and functioned for only a few months prior to August, 1933, when the administration of former President Gerardo Machado was overthrown. Since that time, the office of the Chief of Staff and the office of the Chief of Dispatch of the Cuban Army largely have replaced the former Aviation Commission.

(b) The Communications Department of the Cuban Government has control of air mail and radio control operations. Subsidies, air mail contracts and rates, and commercial air line routes and schedules are controlled by the Cuban Post Office under the authority of the Secretary of Communications. Ground radio stations, aircraft radio stations, and ground or flight radio operators are licensed and controlled by the Radio Department under the authority of Secretary of Communications.

(c) Other phases of aerial navigation and commercial aviation come under the control of the pertinent divisions of the Cuban Government. Thus, the clearance of international aircraft is supervised by immigration, health, and customs authorities, while all aviation business enterprises come under the supervision of the Labor Department, Treasury Department, etc.

2. The aviation regulations mentioned under paragraph 1 above were designed to promote the safety of aerial navigation in Cuba without restricting the normal growth of a new industry. The policy of the Cuban Government during the past ten years has been very favorable to the promotion of commercial air lines, but bothersome restrictions still exist for private flyers. These restrictions consist largely of the necessity of obtaining from the Cuban Army permission for each flight undertaken, a system originally intended to prevent clandestine flights, international smuggling, and public disorder, but now maintained to an extent beyond that which existing circumstances appear to warrant.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source: Personal Contacts.
EWT:vm

From M.A., Havana Report No.5509 Date: December 17, 1937

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

G-2 Report 5100-b

CUBA (ECONOMIC) 4-1 1928 2079-21

SUBJECT: Domestic enterprise in the employment of commercial aircraft.

RECEIVED G/2 W. D. JUL 26 1928

1. The only Cuban company at present engaged in an aviation project is EL PAIS newspaper. They are running a local service in connection with the distribution of their newspaper, carry some passengers and have three planes. They are not contemplating an extension of service at the present time, altho it is expedted that they will bid on the Cuban Government mail service throughout the Island when bids are finally asked for, probably in November.

2. There is some opposition in the Island to the granting of a mail plane service to a foreign company and it is just possible that a purely Cuban concern will be given the contract for Government air mail, but the Pan American Airways have a good reputation and will soon inaugurate their Porto Rican service across the Island of Cuba, so that they will be in a favored position when the bids are finally asked for.

3. The Government of Cuba is well disposed towards the formation of aviation projects throughout the Island, although so far as government aid is concerned, very little financial aid can be looked for. The Government treats generously with the companies and allows private air concerns to use government reservations for landing and taking off ; Camp Columbia being at present used by the Pan American people in connection with their Key West service.

4. It is not likely that there will be any great expansion of purely Cuban enterprise in aviation matters.

James C.R.Schwenck

JAMES C.R.SCHWENCK
MAJOR GS MA

M/A Report No.3002 July 20,1928.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

CHIEF OF STAFF
MIL. INTEL. DIV.

G-2 Report

41 5100-c
1928 2079-21
2

CUBA (ECONOMIC)

SUBJECT : Activities of foreign interests in the establishment and operation of industrial aviation.

RECEIVED G/2 W. D. JUL 26 1928

1. The Pan American Airways, Inc., (N.Y. Office, Pershing Sq. Bldg.) has been operating mail service between Key West and Havana since October, 1927. This is an American concern, incorporated in Delaware and funds for the operation thereof and contemplated extensions are furnished by a Company known as THE AVIATION CORPORATION OF THE AMERICAS, a Delaware Corporation. Among the principal stockholders of the Delaware Corporation are :

W.G.Beckers, Allied Chemical Co. of Pittsburgh
J.A.Hambleton of Baltimore, Banker.
Seymour Knox
John Satterfield of Detroit
Edwin Webster of Boston
W.H.Harriman of N.Y.
Charles Hayden of Hayden, Stone & Co.
Grover Loening, Manufacturer of planes
Percy A. Rockefeller
W.H.Vanderbilt
C.V.Whitney of the Guaranty Trust Company

2. Men of the following concerns are interested in the extension of the Pan American Airways to the south:

National Air Transport Co.
Wright Aeronautical
Fairchild Manufacturing Co.
Ford Motor Company
Transcontinental Air Transport
Stout Air Service
Colonial Air Transport Co.
Keystone Aircraft Corporation.

3. The Pan American people operate daily service between Key West and Habana. The schedule is as follows:

Lv Key West	8 a.m.	Ar. Habana	9:15 a.m.
Lv Habana	4 p.m.	Ar. Key West	5:15 p.m.

Since January 16th, 1928, the Company has been carrying passengers in addition to the mail. The passenger fare is $50 one way and 30 lbs of baggage are allowed each passenger. Excess baggage will be carried at 25 cents a pound when the capacity of the plane permits. An average of 100 passengers a month has been maintained since the beginning of the passenger service. In April, the last report we have, 31,695 lbs of mail were carried. The Company receives from the U.S. Government $2 per mile flown.
No complete financial statement has been issued by the Company, altho it is understood that expenses have just about been met.

4. EXTENSION TO MIAMI : The Company expents to extend its service to Miami, Florida, on September 1st, 1928.

5. EXTENSION TO PANAMA CANAL : The U.S. Government has already granted the Pan American a contract at $2 per mile flown to carry mail to the Canal via Habana, Yucutan, Honduras, Nicaragua, Costa Rica and Cristobal. The Post Master General in this contract reserves the right to extend the service to include Guatemala and Salvador, and also to extend south from the canal to points in Colombia,

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By AMF NARS, Date 05/04/89

Venezuela, the Dutch Island of Curacao, as well as to the Island of Trinidad and the Guianas. To the canal, the service will be seven times a week, and to Colombia, etc., one way three times a week. It is expected that the Canal service will be inaugurated on January 1st, 1929. Arrangements are now being made to secure the new equipment required.

6. EXTENSION TO PORTO RICO : The Pan American people have also been granted a contract by the U.S. Government to operate mail plane service via Habana, Santa Clara, Camaguey, Santiago de Cuba to Haiti, Santo Domingo and Porto Rico, at the same rate of $2 a mile. This service will be three times a week. They have not received a corresponding contract from the Cuban Government for the handling of Cuban mail. It is expected that bids will be asked for by the Cubans in November, the delay being caused by lack of funds for this venture. There has also been some opposition to granting this contract to a foreign company. However, when the time comes to award Cuban contract, the fact that the Pan American has been in operation and functioning efficiently for some time will perhaps influence the award. It will probably be a few months before the service is put into effect. It is stated that the equipment will allow the carriage of 12 passengers per trip.

7. A firm known as the West Indian Aerial Express Company of N.Y. has been operating a weekly service between Santiago de Cuba, Haiti, Santo Domingo and Haiti to Porto Rico. They have had no contract with the Cuban authorities to handle Cuban mail, but they have a contract with the Dominican Government and have been handling mail from that country. This firm submitted a bid to the U.S. Government for the service between Habana and Porto Rico, but were not successful.

8. The orders of the PAN AMERICAN AIRWAYS for new equipment are said to be very extensive. They are operating five tri motored planes out of Habana now, six 14 passenger Fokkers are now under construction at Wheeling, Va. These ships are a new design of super-Fokker F-10 tri motored planes, capable of 14 passengers and about 1200 lbs of express and mail. They will have seven feet greater wing span than those previously produced in the Fokker factory. They will be powered with three Pratt & Whitney Wasp engines, developing 410 HP each, capable of a speed of 150 miles an hour at sea level, a cruising speed of 125 miles per hour and landing speed of 55 miles per hour.

The entire details in connection with all of the extensionshave not yet been worked out as regards fares, etc. It is stated, however, that the Company will soon have in operation 31 tri-motored planes.

9. There seems to be no doubt but that Habana will figure prominently as an aerial port.

James C.R. Schwenck
JAMES C.R.SCHWENCK
MAJOR GS M.A.

M/A Office, Habana No. 3003 July 30,1928.

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By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
4-1 1928 2079-21
5400-a3
JUL 27

G-2 Report

CUBA (Economic)

SUBJECT: Air routes.

RECEIVED G/2 W. D. JUL 26 1928

1. Since October, 1927, the Pan American Airways, Inc., have been operating mail service between Key West and Habana, under contract with the Cuban and American Governments. Passengers have been carried since January 16 of this year. The service is daily and the schedule is as follows:

Lv. Key West	8 a.m.	Lv. Habana	4 p.m.
Ar. Habana	9:15 a.m.	Ar. Key West	5:15 p.m.

It is expected that this route will be extended north to MIAMI, Fla. on the 1st of September, 1928.

2. Contracts have been granted by the U.S. Government to this same concern for mail service over the following routes:

Extension to Panama Canal, via Habana, Yucatan, Honduras, Nicaragua, Costa Rica and Cristobal. It is expected that this service will be inaugurated on ~~xxxxxxx~~ January 1st, ~~1929~~. Daily service.

Extension to Porto Rico, via Santa Clara, Camaguey, Santiago de Cuba, Haiti, Santo Domingo to San Juan. Inauguration about September 1st, 1928. It is hoped that this company will secure a similar contract from the Cuban Government. This service will be three times a week.

3. EL PAIS, Habana evening newspaper, has three planes in operation making deliveries of their newspapers to different points in the Island.

4. THE WEST INDIAN AERIAL COMPANY, Inc., of N.Y. operates weekly service from Santiago de Cuba to Haiti, Santo Domingo and to Porto Rico. This service has been in operation for a few months, but it is not well advertised in this part of the Island and very little is known of its real operations.

James C.R. Schwenck.
JAMES C.R.SCHWENCK
MAJOR GS M.A.

M/A Report No. 3004 July 20, 1928.

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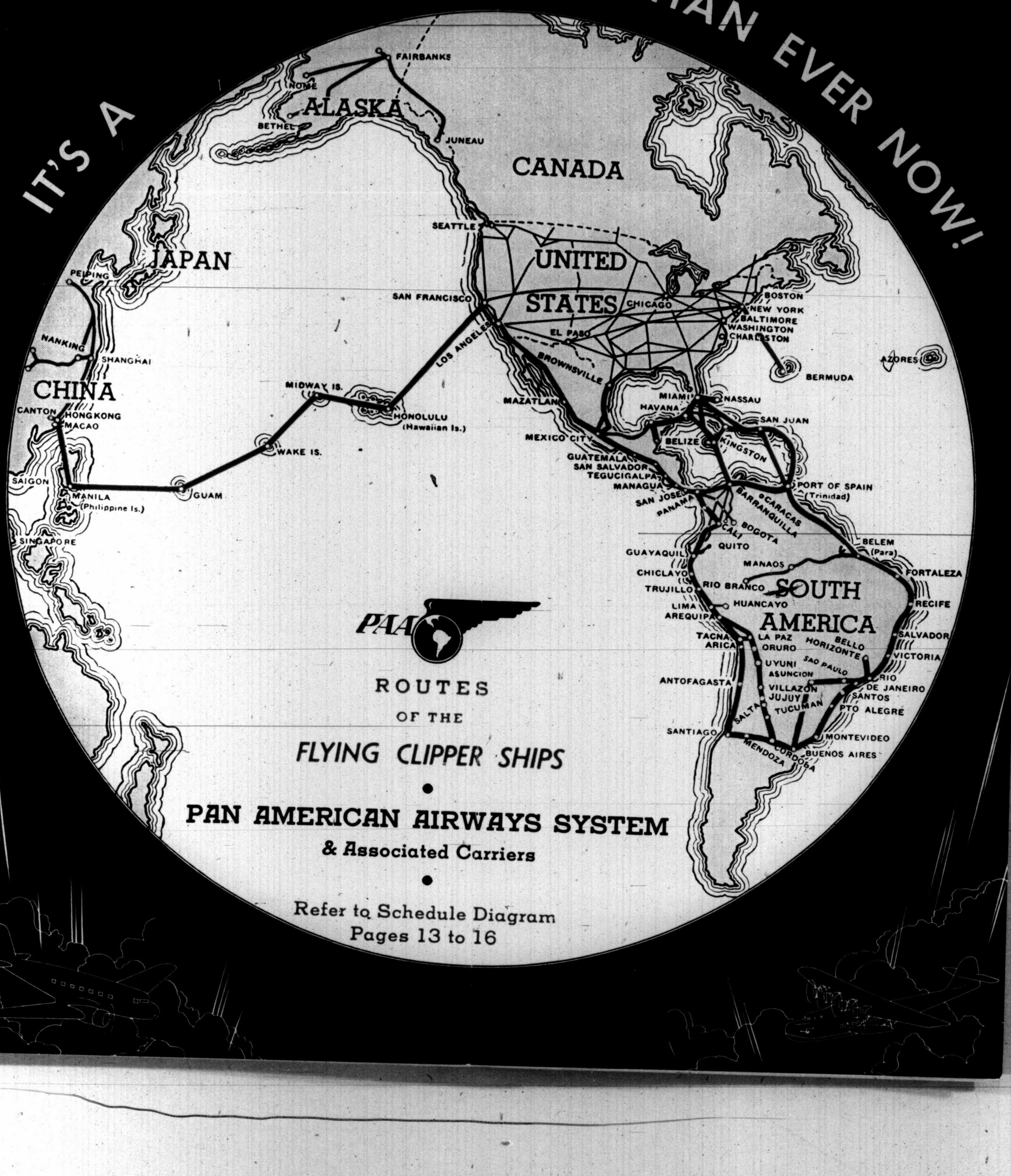
By AMF NARS, Date 05/04/89

IT'S A WORLD THAN EVER NOW!



PAA

ROUTES
OF THE
FLYING CLIPPER SHIPS

•

PAN AMERICAN AIRWAYS SYSTEM
& Associated Carriers

•

Refer to Schedule Diagram
Pages 13 to 16

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PAA NEW, FASTER SCHEDULES SOUTH! PAA

Trans Caribbean

1 Day—through to the **Panama Canal Zone**
1 Day—Trinidad to **Cristobal**

South America

East Coast

2 Days to **Belem, Para, Brazil**
3 Days to **Recife, Brazil**
4 Days to **Rio, 3 days northbound**

West Coast

2 Days to **Lima, Peru**
3 Days to **Santiago, Chile**
4 Days to **Buenos Aires**

Trans Pacific

5 Days to the **Philippines** and **6 Days** to **China**

NOW—TO BERMUDA IN FIVE HOURS

Inclusive Service:

Your ticket not only covers air transportation alone, but also includes:

1. Ground Transportation Between Airports and City Centers

Cars attend plane arrivals, ready to transport passengers and luggage to a central city point and also serve departing airliners, without additional charge. See page 32 for exact information.

2. Meals Aloft

Complete and delicious meals are served aloft without extra charge. Carefully balanced, they have been planned by the Steward's Department to take advantage of the finest foods and delicacies available. Thus it is our endeavor to assure the air traveler of a consistent excellence of food as an inclusive element of service.

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Over the ROUTES OF THE FLYING CLIPPER SHIPS passengers travel over land or sea aboard the world's most modern airliners, thereby assuring dependability, punctuality and luxurious comfort.

CLIPPER SHIPS AND THEIR ROUTES

Table Nos.
0 **U.S.A.—BERMUDA:** 28-Passenger Flying Boats (Sikorskys)
1 **MIAMI—NASSAU:** 20- or 40-Passenger Flying Boats (Commodores & Sikorskys)
2 **MIAMI—WEST INDIES—EAST COAST SOUTH AMERICA:** 14- 28-Passenger Flying Boats (Sikorskys)
2A **BELEM—MANAOS—RIO BRANCO:** 8-Passenger Amphibians (Fairchilds & Sikorskys)
3 **MIAMI—KINGSTON—BARRANQUILLA—CRISTOBAL:** 28-Passenger Flying Boats (Sikorskys)
3 **CRISTOBAL—GUAYAQUIL:** 14-Passenger Amphibians (Sikorskys
3 **GUAYAQUIL—MONTEVIDEO:** 12- and 14-Passenger Land Planes (Douglases & Fords)
3B **LIMA—HUANCAYO:** 12-Passenger Land Planes (Fords
3C **CHILE—PERU—BOLIVIA—ARGENTINA:** 12- 14-Passenger Land Planes (Fords & Douglases)
4 **MIAMI—MERIDA—MEXICO, D.F.:** 6-Passenger Amphibians (Sikorskys), 8- 14-Passenger Land Planes (Electras & Douglases)

Table Nos.
5 **HAVANA—SANTIAGO—BARACOA—GUANTANAMO:** 8- and 10-Passenger Land Planes (Electras & Fords)
6 **KINGSTON—PORT AU PRINCE:** 18-Passenger Flying Boats (Commodores)
7 **BARRANQUILLA—TRINIDAD:** 14-Passenger Amphibians (Sikorskys)
8 **BROWNSVILLE—MEXICO—CRISTOBAL:** 10- and 14-Passenger Land Planes (Douglases & Fords)
9 **LOS ANGELES—MEXICO, D. F.:** 6- 8-Passenger Land Planes (Electras)
10 **BARRANQUILLA—MEDELLIN—BOGOTA—BUENAVENTURA, ETC.:** 6-Passenger Flying Boats, 6- 10-Passenger Amphibians and 12-Passenger Land Planes (Sikorskys, Dorniers, Junkers, Boeings & Fords)
11 **CRISTOBAL—MEDELLIN:** 14-Passenger Land Planes (Douglases)
12 **SAN FRANCISCO—MANILA—HONG KONG—MACAO:** 20- 28-Passenger Flying Boats (Martins and Sikorskys)
13 **CHINA SERVICES:** 4- and 6-Passenger Amphibians, and 14-Passenger Land Planes (Douglases, Stinsons & Loenings)
14 **ALASKA SERVICES:** 4-, 7- and 8-Passenger Land Planes. (Electras

(Subject to change without notice. Capacities quoted vary according to distance between stops on route flown. Also see equipment references Page 8.)

FOLLOW THE FLYING CLIPPER SHIPS
SPEED • COMFORT • DEPENDABILITY

VIA NEW YORK

TABLE 0 NEW YORK—BERMUDA

Thursdays (PAA)	Saturdays (IAL)	Imperial Airways (Bermuda) Ltd. (IAL) / Pan American Airways Company (PAA)	Wednesdays (IAL)	Sundays (PAA)
9:00(x)	9:00	Lv. NEW YORK (Pt. Wash'ton), N. Y. ..... E.S.T. Ar.	2:30	2:30(x)
3:30	3:30	Ar. HAMILTON (Darrell's Is.), Berm. ..... 60 M.T. Lv.	10:00	10:00

The two Carriers reserve the right to alternate their services or change the United States Terminus without notice.

VIA MIAMI

TABLE 2 U. S. A.—WEST INDIES—TRINIDAD—GUIANAS BRAZIL—URUGUAY—ARGENTINA

Daily				Daily
6:10	Lv. BOSTON, Mass., U.S.A. (AMA) ..... E.S.T. Ar.	8:18		
9:10	Lv. NEW YORK, N. Y. " (EAL) " Ar.	5:20		
10:45	Lv. WASHINGTON, D.C. " " " Ar.	3:40		
6:45	Lv. CHICAGO, Ill. " " " Ar.	5:40		
5:50	Ar. MIAMI, Fla. " " " Lv.	9:00		

East Coast Flyer (PAAE)		West Indian Flyer (PAAE)	Pan American Airways, Inc. (PAAE)	West Indian Flyer (PAAE)	East Coast Flyer (PAAE)	
Sun.(x)	Thu.(x)	Tues.(y)		Thu. (y)	Sun.(x)	Tue.(x)
7:30	7:30	7:30	Lv. MIAMI, Fla., U. S. A. ..... E.S.T. Ar.	5:00	5:45	5:45
10:35	10:35	10:35	Ar. ANTILLA, Cuba ..... " Lv.	1:55	2:40	2:40
10:55	10:55	10:55	Lv. ANTILLA, Cuba ..... " Ar.	1:40	2:25	2:25
12:55	12:55	12:55	Ar. PORT AU PRINCE, Haiti ..... " Lv.	11:50	12:35	12:35
1:25	1:25	1:25	Lv. PORT AU PRINCE, Haiti ..... " Ar.	11:20	12:05	12:05
3:15	3:15	3:15	Lv. SAN PEDRO, D. R. ..... " Lv.	9:50	10:35	10:35
5:55	5:55	5:55	Ar. SAN JUAN, P. R. ..... 60 M.T. Lv.	9:00	9:45	9:45
Mo.(x)	Fri.(x)	Wed. (y)		Mon. (y)	Sun. (x)	Tue.(x)
5:00	4:00	8:00	Lv. SAN JUAN, P. R. ..... 60 M.T. Ar.	4:55	9:15	9:15
.....	.....	9:00	Lv. ST. THOMAS, (Ch'ri'tteAm.) V.I. " Lv.	4:15	.....	.....
.....	.....	11:00	Lv. ANTIGUA, B. W. I. ..... " Lv.	2:25	.....	.....
.....	.....	11:55	Lv. POINTE A PITRE, Guad. ..... " Lv.	1:30	.....	.....
.....	.....	1:05	Lv. FT. DE FRANCE, M'tinique ..... " Lv.	12:15	.....	.....
9:35	8:35	3:00	Ar. PT. OFSPAIN, (Cocorite) Tr. " Lv.	10:00	5:00	5:00
Mon(x)	Fri. (y)	.....		.....	Sat. (y)	Mo. (x)
10:00	9:05	.....	Lv. PT. OFSPAIN, (Cocorite) Tr. 60 M.T. Ar.	.....	4:50	4:15
.....	11:50	.....	Lv. GEORGETOWN, B. G. ..... " Lv.	.....	2:25	.....
2:35	1:45	.....	Lv. PARAMARIBO, N. G. ..... " Lv.	.....	12:35	12:30
.....	3:45	.....	Lv. CAYENNE, F. G. ..... " Lv.	.....	10:50	.....
7:35	8:15	.....	Ar. BELEM, Para, Br. ..... 45 M.T. Lv.	.....	8:00	8:00

East Coast Flyer (PAAE)		Brazilian Flyer (PAB)	Pan American Airways, Inc. (PAAE) Panair do Brasil, S. A. (PAB)	Brazilian Flyer (PAB)	East Coast Flyer (PAAE)	
Tue.(x)	Sat. (y)	.....			Fri. (y)	Sun. (x)
6:00	6:00	.....	Lv. BELEM, Para, Br. ..... 45 M.T. Ar.	.....	4:30	9:55
9:00	8:40	.....	Lv. SAO LUIZ, Maranhao, Br. " Lv.	.....	2:30	.....
.....	10:25	.....	Lv. LUIZ CORREA, Br. ..... " Lv.	.....	12:40	.....
11:30	11:15	.....	Lv. CAMOCIM, Br. ..... " Lv.	.....	11:55	5:55
.....	.....	.....	Ar. FORTALEZA, Ceara, Br. ..... " Lv.	.....	.....	.....
		We Fr(p)		Th Sa(p)		
.....	.....	8:00	Lv. FORTALEZA, Ceara, Br. ... 45 M.T. Ar.	1:10	.....	.....
.....	1:20	9:50	Lv. AREIA BRANCA, Br. ..... " Lv.	11:55	9:50	.....
.....	3:00	12:05	Lv. NATAL, Br. ..... " Lv.	10:00	8:25	.....
.....	.....	1:15	Lv. Joao Pessoa (Cabedello) Br, " Lv.	9:00	.....	.....
3:50	4:20	2:10	Ar. RECIFE, Pernambuco, Br. ... " Lv.	8:00	7:00	.....
We. (x)	Sun. (y)	Th Sa (y)		We Fr(y)	Thu.(y)	
6:00	6:00	6:00	Lv. RECIFE, Pernambuco, Br. ... 45 M.T. Ar.	4:05	4:05	.....
.....	7:05	7:20	Lv. MACEIO, Br. ..... " Lv.	3:10	3:10	.....
.....	8:10	8:30	Lv. ARACAJU, Br. ..... " Lv	2:00	2:00	.....
9:10	9:25	9:40	Ar. SALVADOR, Bahia, Br. ..... " Lv	12:25	12:25	11:45

PAB Tu. (p)	PAB We. (p)	45 M.T.	PAB Mo. (p)	PAB Tu. (p)			
9:40	9:45	10:00	7:00	6:00	Lv. SALVADOR, Ar.	4:05	11:50	12:05	12:05	11:15
.....	.....	.....	8:50	7:50	Lv. Ilheos, Br. ... Lv.	2:35	10:20	.....	.....	.....
.....	.....	.....	9:25	8:25	Ar. Canavieiras. Lv.	1:40	9:40	.....	.....	.....
.....	.....	.....	.....	8:40	Lv. Canavieiras. Ar.	1:25	.....	.....	.....	.....
.....	12:15	12:35	.....	10:25	Lv. CARAVEL'S. Lv.	12:00	.....	9:50	9:50	.....
2:00	2:00	2:20	.....	12:45	Lv. VICTORIA. Lv.	9:35	.....	8:05	8:05	.....
.....	.....	.....	.....	2:15	Lv. Campos, Br. Lv.	8:00	.....	.....	.....	.....
4:05	3:45	4:00	.....	4:00	Ar. RIO D'J'RO. Lv.	6:00	.....	6:00	6:00	5:30

Thu.(x)	Mon.(r)	Tu Sa(y)					
6:00	6:00	8:00	Lv. RIO DE JANEIRO, Br. (f) . 45 M.T. Ar.	Su We(y)	Wed.(r)	Sat. (x)
.....	.....	9:50	Lv. Santos, Br. ..... " Lv.	2:15	4:45	4:40
.....	7:40	.....	Lv. SAO PAULO, Br. (f) ..... " Lv.	12:45	.....	.....
.....	9:10	.....	Lv. CURITYBA, Br. (f) ..... " Lv.	.....	3:15	.....
.....	F. S.	.....	Lv. Iguassu Falls ..... " Lv.	.....	1:45	.....
.....	.....	11:10	Lv. Paranagua, Br. ..... " Lv.	11:25	F. S.	.....
.....	.....	12:15	Lv. Florianopolis, Br. ..... " Lv.	10:20	.....	.....
11:55	.....	2:15	Ar. PORTO ALEGRE, Br. ..... " Lv.	8:00	.....	10:50
12:15	.....	.....	Lv. PORTO ALEGRE, Br. ..... 45 M.T. Ar.	.....	.....	10:30
.....	11:30	.....	Lv. ASUNCION, Paraguay ..... 60 M.T. Lv.	.....	9:25	.....
.....	1:50	.....	Lv. MONTE CASEROS, Arg. ..... " Lv.	.....	7:05	.....
2:45	.....	.....	Ar. MONTEVIDEO, Ur. ..... " Lv.	.....	.....	6:30
3:15	.....	.....	Lv. MONTEVIDEO, Ur. ..... 60 M.T. Ar.	.....	.....	6:00
4:15	3:3 5	.....	Ar. BUENOS AIRES, Arg. ..... " Lv	.....	.....	5:00

VIA MIAMI

TABLE 1 U. S. A.—MIAMI—NASSAU

(a) (v)	Nassau	Flyer	Pan American Airways, Inc. (PAAE)	Nassau Flyer (a) (v)		
Mo.Fr.	8:30	1:10#	Lv. MIAMI, Fla., U. S. A. .. E.S.T. Ar.	12:50#	5:30	Mo.Fr.
"	F.S.	F.S.	Lv. Cat Cay, B. I. ..... " Lv.	F.S.	F.S.	"
"	10:30	3:10#	Ar. NASSAU, B. I. ..... " Lv.	10:50#	3:30	"

When extra sections are operated the schedules marked (#) will apply

TABLE 5 HAVANA—ANTILLA—SANTIAGO—GUANTANAMO

Cuban Air Ltd.		Cia Nacional Cubana de Aviacion (CNCA)	Cuban Air Ltd.	
Tu. Th. (r)	Sun. Daily(r) Ex.Sun.		Daily (r) Ex. Sun.	Su.Tu.Th. (r)
1:30	7:00	Lv. HAVANA (R. Boyeros) Cuba. E.S.T. Ar.	12:30	5:20
.....	8:00	Lv. Cienfuegos, Cuba ..... " Lv.	11:35	.....
.....	8:50	Lv. Ciego de Avila, Cuba ..... " Lv.	10:45	.....
3:45	9:15	9:35	Lv. Camaguey, Cuba ..... " Lv.	10:15	3:30
.....	.....	10:15	Lv. Manzanillo, Cuba ..... " Lv.	9:20	.....
.....	10:00	10:40	Ar. ANTILLA, Cuba (d) ..... " Lv.	8:40	2:40
.....	10:10	10:50	Lv. ANTILLA, Cuba (d) ..... " Ar.	8:30	2:30
4:45	10:30	11:10	Ar. SANTIAGO, Cuba ..... " Lv.	8:10	2:10
We. Fr.					Tu. Th.
6:55	.....	11:40	Lv. SANTIAGO, Cuba ..... " Ar.	7:50	1:20
7:15	.....	12:00	Ar. Guantanamo, Cuba ..... " Lv.	7:30	1:00

SANTIAGO—ANTILLA—BARACOA

Oriente Flyer			Oriente Flyer	
Daily (o) Exc. Sun.	10:10	Lv. Santiago, Cuba ..... E.S.T. Ar.	9:20	Daily (o) Exc. Sun.
"	10:45	Ar. Antilla, Cuba (d) ..... " Lv.	8:45	"
"	10:55	Lv. Antilla, Cuba (d) ..... " Ar.	8:35	"
"	11:05	Lv. Preston, Cuba ..... " Lv.	8:30	"
"	11:25	Lv. Cayo Mambi, Cuba ..... " Lv.	8:10	"
"	12:00	Ar. Baracoa, Cuba ..... " Lv.	7:30	"

TABLE 6 PUERTO RICO—DOM. REP.—HAITI—CUBA JAMAICA

		Pan American Airways, Inc. (PAAE)		
Fri.(p)	8:00	Lv. SAN JUAN, P.R. ..... 60 M. T. Ar.	6:00	Sat.(p)
"	9:20	Lv. SAN PEDRO, D.R. ..... E.S.T. Lv.	2:15	"
"	11:10	Ar. PORT AU PRINCE, Haiti .... " Lv.	11:30	"
"	11:40	Lv. PORT AU PRINCE, Haiti .... " Ar.	11:15	"
"	2:10	Ar. SANTIAGO, Cuba ..... " Lv.	8:20	"
"	2:30	Lv. SANTIAGO, Cuba ..... " Ar.	8:05	"
"	4:30	Ar. KINGSTON (Harbor H'd) Jamaica " Lv.	6:00	"

TABLE 2A BELEM—MANAOS, Via AMAZON RIVER

Amazon Air Express		Panair do Brasil, S. A. (PAB)		Amazon Air Express	
Mon. (q)	6:30	Lv. Belem (Para), Br. ..... 45 M.T. Ar.	4:20	Fri. (q)
"	7:25	Lv. Curralinho, Br. ..... " Lv.	3:30	"
"	8:55	Lv. Gurupa, Br. ..... " Lv.	2:10	"
"	10:05	Lv. Prainha, Br. ..... " Lv.	12:45	"
"	11:30	Lv. Santarem, Br. ..... " Lv.	11:45	"
"	12:10	Lv. Obidos, Br. ..... " Lv.	10:30	"
"	1:15	Lv. Parintins, Br. ..... " Lv.	9:30	"
"	2:25	Lv. Itacoatiara, Br. ..... " Lv.	8:10	"
"	2:20	Ar. Manaos, Br. ..... 60 M.T. Lv.	6:00	"
Tue. (q)	6:00	Lv. Manaos, Br. ..... 60 M.T. Ar.	3:15	Thu. (q)
"	7:30	Lv. Borba, Br. ..... " Lv.	2:00	"
"	9:00	Lv. Manicore, Br. ..... " Lv.	12:25	"
"	10:45	Lv. Humaytha, Br. ..... " Lv.	10:40	"
"(u)	12:15	Lv. Porto Velho, Br. ..... " Lv.	9:30	"(u)
"	1:50	Lv. Presidente Marques, Br. ..... " Lv.	7:40	"
"	3:45	Ar. Rio Branco, Br. ..... " Lv.	5:30	"

TABLE 2B RIO DE JANEIRO—BELLO HORIZONTE

Mo. Th. Sa.	(r)	Panair do Brasil, S. A. (PAB)		(r)	Mo. Th. Sa.
"	8:00	12:30#	Lv. Rio de Janeiro, Br. ..... 45 M.T. Ar.	11:15	4:15#	"
"	9:15	1:45#	Ar. Bello Horiz. (C. Pamp'ha), Br. " Lv.	10:00	3:00#	"

When extra sections are operated the time marked (#) will apply.

JULY							AUGUST							SEPTEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
..	..	..	..	1	2	3	1	2	3	4	5	6	7	..	..	..	1	2	3	4
4	5	6	7	8	9	10	8	9	10	11	12	13	14	5	6	7	8	9	10	11
11	12	13	14	15	16	17	15	16	17	18	19	20	21	12	13	14	15	16	17	18
18	19	20	21	22	23	24	22	23	24	25	26	27	28	19	20	21	22	23	24	25
25	26	27	28	29	30	31	29	30	31	..	..	..	..	26	27	28	29	30	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
..	..	..	..	..	1	2	..	1	2	3	4	5	6	..	..	..	1	2	3	4
3	4	5	6	7	8	9	7	8	9	10	11	12	13	5	6	7	8	9	10	11
10	11	12	13	14	15	16	14	15	16	17	18	19	20	12	13	14	15	16	17	18
17	18	19	20	21	22	23	21	22	23	24	25	26	27	19	20	21	22	23	24	25
24	25	26	27	28	29	30	28	29	30	..	..	..	..	26	27	28	29	30	31	..
31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

TO READ SCHEDULE TABLES QUICKLY FIRST SEE MAP ON PAGES 13-16 SHOWING ABOVE TABLES NUMBERED ON CORRESPONDING ROUTES

For Passenger Tariff Refer to Pages 17-20, 25-28

Light Faced Type—A.M.; Dark Faced—P.M.

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By AMF NARS, Date 05/04/89

VIA MIAMI

TABLE 3A — U.S.A.—MIAMI—HAVANA

Havana Flyer (v)		Pan American Airways, Inc. (PAAE)			Havana Flyer (v)		
Daily	8:00	8:15#	Lv. MIAMI, Fla., U.S.A.	E.S.T. Ar.	5:15	5:00#	Daily
"	10:30	10:45#	Ar. HAVANA, Cuba	" Lv.	3:00	2:45#	"

When extra sections are operated the schedules marked (#) will apply.

TABLE 3 — U.S.A.—CUBA—JAMAICA—COLOMBIA CANAL ZONE—ECUADOR—PERU BOLIVIA—CHILE—ARGENTINA—URUGUAY

BOSTON, NEW YORK, WASHINGTON, CHICAGO, SAME AS TABLE 2

Carib'n (c) West Coast Flyer (PAAE)	(b) Havana Flyer (PAAE)	Pan American Airways, Inc. (PAAE) Cia Nacional Cubana & Aviacion (CNCA)			(b) Havana Flyer (PAAE)	Carib'n West (c) Coast Flyer (PAAE)
Tu. Sat.	Daily (v)				(v) Daily	Th. Mo.
7:00 (x)	8:00	Lv. MIAMI, Fla., U.S.A. (b)	E.S.T. Ar.		5:15	6:00 (x)
.....	10:30	Ar. HAVANA, Cuba (b)	" Lv.		3:00	.....
8:50	(CNCA)	Ar. CIENFUEGOS, Cuba	" Lv.		(CNCA)	4:10
	Tue. Sat.				Th. Mo.	
.....	7:00 (r)	Lv. HAVANA (R. Boyeros), Cuba	" Ar.		5:20 (r)	.....
.....	7:50	Ar. CIENFUEGOS, Cuba	" Lv.		4:30	.....
9:10	.....	Lv. CIENFUEGOS, Cuba	" Ar.		.....	3:50
12:35	.....	Lv. KINGSTON (Harbor H'd), Jam.	" Lv.		.....	1:00
4:20	.....	Ar. BARRANQUILLA, Col.	" Lv.		.....	9:15
4:40	.....	Lv. BARRANQUILLA, Col.	E.S.T. Ar.		.....	8:55
7:25	.....	Ar. CRISTOBAL, C.Z.	" Lv.		.....	6:00
El Interna-cional (PANA-GRA) We. Su.		Pan American-Grace Airways, Inc. (PANAGRA) Aerovias Peruanas, S. A. (AVP)				El Interna-cional (PANA-GRA) We. Su.
4:30 (y)	.....	Lv. CRISTOBAL (France F'ld), C. Z.	E.S.T. Ar.		.....	7:10 (y)
F. S.	.....	Lv. BAHIA SOLANO, Col.	" Lv.		.....	F. S.
8:15	.....	Lv. CALI, Col.	" Lv.		.....	3:40
10:05	.....	Lv. TUMACO, Col.	" Lv.		.....	1:50
	(AVP) Tu. Th. Sa.				(AVP) Tu. Th. Sa.	
12:30 (t)	(o)	Lv. GUAYAQUIL (Simon Bolivar) Ec.	" Lv.		(o)	11:25 (y)
1:50	.....	Ar. TALARA, Peru	" Lv.		.....	9:50
2:05	9:00	Lv. TALARA, Peru	" Ar.		4:00	9:35
.....	F. S.	Lv. Palta, Peru	" Lv.		F. S.	.....
.....	9:40	Lv. Sullana, Peru	" Lv.		3:15	.....
.....	10:00	Lv. Piura, Peru	" Lv.		3:00	.....
3:35	11:25	Lv. CHICLAYO (Reque), Peru	" Lv.		1:45	8:20
.....	11:50	Lv. Pacasmayo, Peru	" Lv.		12:55	.....
.....	F. S.	Lv. Casa Grande, Peru	" Lv.		F. S.	.....
.....	F. S.	Lv. Chiclin, Peru	" Lv.		F. S.	.....
.....	F. S.	Lv. Cartavio, Peru	" Lv.		F. S.	.....
4:30	12:40	Lv. TRUJILLO (Mansiche), Peru	" Lv.		12:10	7:25
.....	1:25	Lv. Chimbote, Peru	" Lv.		11:20	.....
.....	F. S.	Lv. Nepena, Peru	" Lv.		F. S.	.....
.....	F. S.	Lv. Huarmey, Peru	" Lv.		F. S.	.....
.....	F. S.	Lv. Las Zorras, Peru	" Lv.		F. S.	.....
.....	F. S.	Lv. Paramonga, Peru	" Lv.		F. S.	.....
(t) 6:50	3:25	Ar. LIMA (Limatambo), Peru	" Lv.		9:00	5:00 (t)
Th. Mo.	Su. We. Fr.				Mo Th Su.	Tu Sa
(t) 5:00	8:30 (o)	Lv. LIMA (Limatambo), Peru	E.S.T. Ar.		3:15	5:15 (t)
.....	F. S.	Lv. Canete, Peru	" Lv.		F. S.	...
.....	F. S.	Lv. Chincha, Peru	" Lv.		F. S.	...
.....	9:45	Lv. Pisco (San Andres), Peru	" Lv.		1:55	.....
.....	10:05	Lv. Ica, Peru	" Lv.		1:30	.....
.....	11:05	Lv. Nazca, Peru	" Lv.		12:50	.....
.....	F. S.	Lv. Yauca, Peru	" Lv.		F. S.	.....
.....	F. S.	Lv. Chala, Peru	" Lv.		F. S.	.....
.....	F. S.	Lv. Atico, Peru	" Lv.		F. S.	.....
.....	F. S.	Lv. Camana, Peru	" Lv.		F. S.	.....
8:10	1:35	Ar. AREQUIPA (Chachani). Peru	" Lv.		10:30	1:55
	Sun.				Mon.	
8:20	2:00	Lv. AREQUIPA (Chachani), Peru	E.S.T. Ar.		10:15	1:45
.....	3:00	Lv. Ilo (La Picuda), Peru	" Lv.		9:30	.....
.....	3:35	Ar. TACNA (Intiorco), Peru	" Lv.		8:45	...
9:25	.....	Ar. ARICA, Chile	" Lv.		..	12:35
9:40	.....	Lv. ARICA, Chile (f)	E.S.T. Ar.		.....	12:15
12:15	.....	Lv. ANTOFAGASTA, Chile (f)	" Lv.		.....	9:50
4:30	.....	Ar. SANTIAGO (LosCerrillos) Chile (f)	" Lv.		.....	5:00
Fri. Tu.	Mo Th Sa.	(PANAGRA)			Tu. Th. Sa.	Mo. Fr.
7:15 (t)	7:15 (t)	Lv. SANTIAGO (Los Cerrillos), Chile.	E.S.T. Ar.		2:15 (t)	2:15 (t)
9:00	9:00	Lv. MENDOZA (Tamarindos), Arg.	" Lv.		1:00	1:00
10:55	10:55	Ar. CORDOBA, Arg.	" Lv.		10:45	10:45
11:10	11:10	Lv. CORDOBA, Arg.	" Ar.		10:35	10:35
2:45	2:45	Ar. BUENOS AIRES (P. Riv.), Arg.	60 M.T. Lv.		9:00	9:00
Tue.						Fri.
3:00 (u)	.....	Lv. BUENOS AIRES (P. Riv.), Arg.	" Ar.		.....	8:30 (u)
4:30	.....	Ar. MONTEVIDEO (Melilla), Ur.	" Lv.		.....	7.00

VIA MIAMI

TABLE 4 — U.S.A.—MEXICO—BRITISH HONDURAS

BOSTON NEW YORK, WASHINGTON, CHICAGO, SAME AS TABLE 2

Maya Flyer		Pan American Airways, Inc. (PAAE)			Maya Flyer	
Thu. (u)	8:00	Lv. MIAMI, Fla., U. S. A.	E.S.T. Ar.		5:15	Sat. (u)
"	10:30	Ar. HAVANA, Cuba	" Lv.		2:45	"
"	10:50	Lv. HAVANA, Cuba	" Ar.		2:02	"
"	3:00	Lv. Cozumel, Mex. (f)	" Lv.		9:50	"
"	4:10	Ar. MERIDA, Mex. (f)	C.S.T. Lv.		6:00	"
Fri. (u)	6:30	Lv. MERIDA, Mex.	C.S.T. Ar.		5:00	Fri. (u)
"	9:00	Ar. BELIZE, B. H.	" Lv.		2:30	"
Daily Exc. Sun.		(t)	Cia Mexicana de Aviacion, S. A. (CMA)		(t)	Daily Exc. Sun.
"	.....	7:50	Lv. MERIDA, Mex.	C.S.T. Ar.	3:00	..... "
"	.....	8:50	Lv. Campeche, Mex.	" Lv.	2:15	..... "
"	.....	9:55	Lv. C. del Carmen, Mex.	" Lv.	1:10	..... "
"	.....	10:35	Lv. Villahermosa, Mex.	" Lv.	12:15	..... "
"	11:15 (r)	10:55	Lv. Villahermosa, Mex.	" Ar.	11:55	10:55 (r) "
"	12:20	12:00	Lv. Minatitlan, Mex.	" Lv.	11:10	10:10 "
"	1:10	12:50	Ar. Veracruz (Tejeria), Mex.	" Lv.	10:00	9:00 "
"	1:30	1:10	Lv. Veracruz (Tejeria), Mex.	" Ar.	9:40	8:40 "
"	2:40 (r)	2:20	Ar. MEXICO, D. F., Mex.	" Lv.	8:30	7:30 (r) "

TABLE 7 — C. Z.—COLOMBIA—VENEZUELA—TRINIDAD

Caribbean West Coast Flyer		Pan American Airways, Inc. (PAAE)		Caribbean West Coast Flyer	
Thu., Mo.	6:00 (x)	Lv. CRISTOBAL, C. Z.	E.S.T. Ar.	(x) 7:25	Tue. Sat.
	8:55	Ar. BARRANQUILLA, Col.	" Lv.	4:40	
North Coast Su. We. (y)	Air Ltd, Mo. Thu. (y)			North Coast Air Ltd. Su. Tu. We. Sa. (y)	Fri. (y)
6:00	9:30	Lv. BARRANQUILLA, Col.	E.S.T. Ar.	2:50	.....
8:10	11:40	Ar. MARACAIBO, Ven.	V.L.T. Lv.	1:40	.....
Sa. Su. We.					
9:00	12:20	Lv. MARACAIBO, Ven.	" Ar.	1:00	3:30
10:35	1:55	Lv. Cumarebo, Ven.	" Lv.	11:45	2:15
11:55	3:10	Ar. La Guaira (Maiquetia)	" Lv.	10:05	12:35
	Tu. Fri. (y)				
12:15	7:00	Lv. La Guaira (Maiquetia)	" Ar.	9:45	12:15
1:55	8:35	Lv. Guanta, Ven.	" Lv.	8:30	11:00
3:15	10:00	Lv. Cachipo Airp. (Car.) Ven.	" Lv.	7:15	9:45
4:45	11:30	Ar. PORT OF SPAIN, Trin.	60 M.T. Lv.	6:30	9:00

TABLE 3B — LIMA—HUANCAYO

(o)		Aerovias Peruanas, S.A. (AVP)			(o)
Fri.	8:00	Lv. LIMA (Limatambo), Peru	E.S.T. Ar.	11:00	Fri.
"	9:15	Ar. HUANCAYO, Peru	" Lv.	9:45	"

TABLE 3C — PERU—CHILE—BOLIVIA—ARGENTINA

La Diag'l Th.	E Boliv.	Pan American-Grace Airways, Inc. (PANAGRA)		El Boliv.	La Diag'l
8:15 (t)	Tue.	Lv. AREQUIPA (Chachani), Peru	E.S.T. Ar.	Mon.	1:15 (t)
	1:00 (o)	Lv. ARICA, Chile	" Ar.	8:40 (o)	.....
.....	1:25	Lv. TACNA (Intiorco), Peru	" Lv.	8:20	.....
10:25 (t)	3:20	Ar. LA PAZ, Bolivia	" Lv.	6:15	11:10 (t)
10:40 (o)	.....	Lv. LA PAZ, Bol.	E.S.T. Ar.	.....	10:55 (o)
11:55	.....	Lv. ORURO, Bol.	" Lv.	.....	9:45
1:40	.....	Lv. UYUNI, Bol.	" Lv.	.....	8:10
3:30	... ..	Lv. VILLAZON, Bol.	" Lv.	.....	6:35
4:50	... ..	Ar. JUJUY, Arg.	E.S.T. Lv.	.....	5:00
Fri.					Fri.
5:30	.....	Lv. JUJUY, Arg.	E.S.T. Ar	.....	4:10
6:15	.....	Lv. SALTA, Arg.	" Lv.	.....	3:35
7:50	.....	Lv. TUCUMAN, Arg.	" Lv.	.....	2:10
10:30 (o)	.....	Ar. CORDOBA, Arg.	" Lv.	.....	11:10 (o)
11:10 (t)	.....	Lv. CORDOBA, Arg.	" Ar.	.....	10:35 (t)
2:45	.....	Ar. BUENOS AIRES (P. Riv.), Arg.	60 M.T. Lv.	.....	9:00
Tu.					
3:00 (u)	.....	Lv. BUENOS AIRES (P. Riv.), Arg.	" Ar.	.....	8:30 (u)
4:30	.....	Ar. MONTEVIDEO (Melilla), Ur.	" Lv.	.....	7:00

JULY

S	M	T	W	T	F	S
..	..	..	..	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

AUGUST

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	..	..	..	..

SEPTEMBER

S	M	T	W	T	F	S
..	..	..	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	..	..

OCTOBER

S	M	T	W	T	F	S
..	..	..	..	..	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	..	..	..	..	..	..

NOVEMBER

S	M	T	W	T	F	S
..	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	..	..	..	..

DECEMBER

S	M	T	W	T	F	S
..	..	..	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	..

TO READ SCHEDULE TABLES QUICKLY FIRST SEE MAP ON PAGES 13-18 SHOWING ABOVE TABLES NUMBERED ON CORRESPONDING ROUTES

For Passenger Tariff Refer to Pages 17-20, 25-28

Light Faced Type, A. M.; Dark Faced, P. M.

VIA BROWNSVILLE

TABLE 8 — U.S.A.—MEXICO CENTRAL AMERICA—PANAMA

Daily	3:20	Lv. BOSTON, Mass. U.S.A.	(AMA) E.S.T. Ar.	2:18	Daily
"	5:10	Lv. NEW YORK, N. Y.	" (AMA) " Ar.	11:20	"
"	5:00	Lv. NEW YORK, N. Y.	" (TWA) " Ar.	10:50	"
"	4:15	Lv. NEW YORK, N. Y.	" (UAL) " Ar.	1:40	"
"	8:55	Lv. CHICAGO, Ill.	" (BAW) C.S.T. Ar.	5:35	"
"	7:50	Ar. BROWNSVILLE, Tex.	" (BAW) " Lv.	5:50	"
Mexico Flyer (PAAW) Daily (t)	(CMA) Daily (t) Ex. Sun.	Pan American Airways, Inc. (PAAW) & Cia Mexicana de Aviacion S.A. (CMA)		(CMA) Daily (t) Ex. Sun.	Mexico Flyer (PAAW) Daily (t)
9:10	.....	Lv. BROWNSVILLE, Tex. U.S.A.	C.S.T. Ar.	.....	4:30
10:50	.....	Ar. TAMPICO (Rihl Fld) Mex.	" Lv.	.....	2:55
11:10 (f)	10:15	Lv. TAMPICO (Rihl Fld) Mex.	" Ar.	9:55	2:35 (f)
.....	11:10	Lv. Tuxpan, Mex.	" Lv.	9:10	.....
12:35 (f)	12:10	Ar. MEXICO, D.F., Mex.	" Lv.	8:00	1:20 (t)
Mo. We. Fr. (t)		Central American Flyer (PAAW)		(t) Tu. Th. Fri.	
12:55	.....	Lv. MEXICO, D. F., Mex.	C.S.T. Ar.	.....	12:10
4:35	.....	Lv. TAPACHULA (LosCerritos), Mex. (f)	" Lv.	.....	8:50
5:35	.....	Ar. GUATEMALA, Guat.	" Lv.	.....	7:30
Tu. Sa. (t)	Mo Th Su (oo)	(PAAW)		Su We Sa (oo)	Th Mo (t)
7:00	5:25	Lv. GUATEMALA, Guat.	C.S.T. Ar.	4:45	3:20
8:05	7:05	Lv. SAN SALVADOR (Ilopango), Sal.	" Lv.	3:35	2:30
9:15	8:35	Lv. TEGUCIGALPA (Toncontin), Hon.	" Lv.	2:10	1:25
10:30	10:15	Lv. MANAGUA, Nic.	" Lv.	12:35	12:05
12:10	12:30	Lv. SAN JOSE (Santana), C. R.	" Lv.	10:35	10:30
2:40	3:25	Lv. DAVID, R. P.	E.S.T. Lv.	9:50	10:05
4:15	5:25	Lv. PANAMA CITY (Balboa, C. Z.)	" Lv.	7:50	8:35
4:35	5:50	Ar. CRISTOBAL (France Fld.), C. Z.	" Lv.	7:15	8:00
Daily (o)		Panama Airways, Inc. (PAI)		Daily (o)	
9:30	5:30	Lv. PANAMA CITY (Balboa, C. Z.) R. P.	Ar.	9:14	4:14
9:59	5:59	Ar. CRISTOBAL (France Fld.), C. Z.	Lv.	8:45	3:45

VIA LOS ANGELES

TABLE 9 — U.S.A.—MEXICO, D. F.

Daily	8:30	Lv. SEATTLE, Wash.	U.S.A. (UAL) P.T. Ar.	8:52	Daily
"	9:40	Lv. PORTLAND, Ore.	" " " Ar.	7:28	"
"	1:45	Lv. SAN FRANCISCO, Cal.	" " " Ar.	2:42	"
"	3:45	Ar. LOS ANGELES, Cal.	" " " Lv.	12:01	"
(r) The Californian		Cia Mexicana de Aviacion, S. A. (CMA)			The (r) Californian
Tu. Th.	3:30	Lv. LOS ANGELES (Glend.), Cal., U.S.A.	P.S.T. Ar.	4:55	Mo. We.
Sat.	4:50	Ar. Mexicali, Mex.	" Lv.	3:35	Fri.
"	5:10	Lv. Mexicali, Mex.	" Ar.	3:15	"
"	10:10	Lv. Hermosillo, Mex.	C.S.T. Lv.	3:00	"
"	1:10	Ar. Mazatlan, Mex.	" Lv.	11:15	"
"	1:30	Lv. Mazatlan, Mex.	" Ar.	10:55	"
"	3:35	Lv. Guadalajara, Mex.	" Lv.	9:10	"
"	5:25	Ar. MEXICO, D. F., Mex.	" Lv.	7:00	"

TIME TABLE REFERENCES (See page 31 also)

(a) Miami-Nassau service operates daily between Jan. 1 and April 30.
(b) Extra sections of Havana Flyer operated between Miami and Havana when traffic demands.
(c) Caribbean West Coast Flyer operates as El International South of Cristobal.
(d) Antilla is junction point between Havana-Guantanamo route and Santiago-Baracoa route. Also the connecting point for the West Indies and South America—See Table 2.
(f) No local passengers carried between adjacent stations marked (f) in the corresponding tables. Stopovers allowed on through tickets.
(oo) Local tickets on the Ford service between Guatemala and Cristobal Mo., Thu., Su. southbound. Su., We., Sa. northbound, will be sold at a reduction of approximately 25% from one way tariff fares.

TYPES OF CLIPPER SHIPS (See also pages 1-2)
Subject to change without notice on routes shown.

(a) Martin Flying Boats.
(y) Sikorsky—43 Flying Boats & Amphibians.
(x) Sikorsky—42 Flying Boats.
(w) Sikorsky—41 Amphibians.
(v) Sikorsky—40 Flying Boats.
(u) Sikorsky—38 Amphibians.
(t) Douglas—DC2 Land Planes.
(s) Douglas—Dolphin Flying Boats.
(r) Lockheed Electra—Land Planes
(q) Fairchild—Amphibians.
(p) Commodore—Flying Boats.
(o) Ford—Land Planes.
(n) Stinson—Land Planes.
(m) Loening—Amphibians.

PLAN YOUR TRIP HERE

This blank is for your convenience in planning your itinerary. We suggest that you also trace your route on the map, pages 13-16. Any travel agency, other transportation line or Pan American Airways System office will assist you.

LV AR	ROUTE—CITIES	TRANSPORT LINE	DAYS	DATES	TIMES	FARES One Way	FARES Round Trip

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

TABLE 10

SERVICE IN COLOMBIA

Sociedad Colombo-Alemana de Transportes Aereos (SCADTA)

SOUTH AND EASTBOUND—READ DOWN							E. S. T.	NORTH AND WESTBOUND—READ UP							
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	BARRANQUILLA BOGOTA EXPRESS	Sun.	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.	
8:00	8:00	8:00	8:00	9:30	8:00	8:00	Lv. B'quilla(Sol'dad) Ar.	16:10	14:10	14:10	16:10	16:10	14:10	14:10	
10:45	10:45	10:45	10:45	12:15	10:45	10:45	Ar. Bogota Lv.	13:30	11:30	11:30	13:30	13:30	11:30	11:30	
MAGDALENA LINE															
8:00			8:30	9:30			Lv. Barranquilla Ar.			14:40	17:00			14:40	
9:15				10:45			Lv. Magangue Lv.			13:35					
10:15				11:45			Lv. El Banco Lv.			12:55				13:10	
				12:30			Lv. Gamarra Lv.							12:20	
11:45				13:15			Lv. Pto. Wilches Lv.			11:30				11:30	
12:05			11:30	13:35			Lv. Bca. Bermeja Lv.			11:00	14:15			11:00	
12:40				14:10			Lv. Pto. Berrio Lv.			10:10				10:10	
13:20			12:30	14:50			Ar. Palanquero Lv.			9:15	13:00			9:15	
14:30	14:25		12:50	16:00	15:55	9:00	Lv. Palanquero Ar.			8:40	8:30 12:05			8:40	8:30
			13.15			9:15	Lv. Honda Ar.				11:40			8:10	
	15:25				16:55		Ar. Girardot Lv.			7:30					7:30
15:15			14:00	16:45		10:00	Ar. Bogota Lv.			8:00	11:00			7:30	
ANTIOQUIA & TRANSANDIAN LINES															
	8:15	7:20	7:20		7:20	7:20	10:00	7:20	Lv. B'quilla(Sol'dad) Ar.	15:30	12:30	12:50	17:10	12:30	12:50	12:30	
	9:15		8:20				11:00		Ar. San Marcos Lv.	14:30		11:50			11:50		
	9:35		8:30				11:20		Lv. San Marcos Ar.	14:10		11:30			11:30		
	10:45	9:30	9:40		9:30	9:30	12:30	9:30	Ar. Medellin Lv.	13:00	10:20	11:50	15:00	10:20	10:20	10:20	
10:00	13:10	10:10	10:30		15:10	10:10	14:40	10:10	Lv. Medellin Ar.	9:30	10:30	9:30	10:00	9:30	9:30	9:30	
	14:10						15:40		Ar. Palanquero Lv.				9:00				
	14.30						16:00		Lv. Palanquero Ar.				8:40				
11:30	15:15	11 40	12:00		16:40	11:40	16:45	11:40	Ar. Bogota Lv.	8:00	9:00	8:00	8:00	8:00	8:00	8:00	
	11:15	10:00	10:30		10:00	10:00	13:00	10:00	Lv. Medellin Ar.	12:35		9:35	9:35	14:40	9:35	9:35	9:35
	12:10	10:55	11:25		10:55	10:55	13:55	10:55	Lv. Cartago Lv.	11:50		8:50	8:50	13:45	8:50	8:50	8:50
	12:50	11:35	12:15		11:35	11:35	14:35	11:35	Ar. Cali Lv.	11:00		8:00	8:00	12:30	8:00	8:00	8:00
7:00	12:45	12:45	6:00	12:45	12:45	12:45	Lv. Cali (rail) Ar.	17:58	12:00	12:00	12:00	17:58	12:00	17:58	
1:28	18:50	18:50	13:28	18:50	18:50	18:50	Ar. Buenaventura(rail) Lv.	11:45	6:00	6:00	6:00	11:45	6:00	11:45	
TRANSVERSAL—SANTANDER LINE															
13:15			10:15				Lv. Medellin Ar.	10:45			12:15				
15:15			12:15				Lv. Bucaramanga‡ Lv.	9:00			10:30				
17:00			14:00				Ar. Bogota Lv.	7:00			8:30				
ATLANTIC-BOLIVAR & INTEROCEAN LINES															
	6:00	15:30	6:00	6:00	15:30	6:00 15:30	Lv. Barranquilla Ar.			7:15 16:45	7:15	7:15	16:45	7:15	17:15
	6:30	16:00	6:30	6:30	16:00	6:30 16:00	Ar. Santa Marta Lv.			6:45 16:15	6:45	6:45	16:15	6:45	16:45
6:00	6:30 15:45	8:00 15:45	6:00	6:00 6:30	6:00 15:45	15:45	Lv. Barranquilla Ar.	17:15	17:25	17:10 17:25	7:40 14:30	7:40	15:00	7:40 6:40	14:30 17:25
6:40	7:10 16:25	8:40 16:25	6:40	6:40 7:10	6:40 16:25	16:25	Ar. Cartagena Lv.	16:35	16:45	16:45	7:00 13:50	7:00	14:20	7:00 6:00	13:50 16:45
7:00		9:00			9:30		Lv. Cartagena Ar.	16:25					14:10		
							Lv. Magangue Lv.			16:05					
8:25		10:25					Lv. Monteria Lv.	15:15					13:00		
9:10		11:05			7:40		Ar. San Marcos Lv.	14:25		15:15			12:10		
9:50		12:00			8:10		Lv. San Marcos Ar.	13:45		14:55			10:50		
10:25		12:35					Lv. Ayapel Lv.	13x20		14x40			10:35		
							Lv. Cuturu Lv.	12:40		14:00			9:55		
11:05		13:15			9:10		Ar. Pato Lv.	12:15		13:35			9:30		
	7:30					7:30	Lv. Cartagena Ar.				13:40				13:40
	9:40					9:40	Lv. Turbo Lv.				11:30				11:30
	11:50					11:50	Lv. Quibdo Lv.				9:15				9:15
	12:35					12:35	Lv. Andagoya Lv.				8:15				8:15
	13:35					13:35	Ar. Buenaventura Lv.				7:00				7:00
	14:45					14:45	Lv. Buenaventura Ar.			13:50			13:50		
	16:00					16:00	Lv. Guapi Lv.			12x40			12x40		
	17:00					17:00	Ar. Tumaco Lv.			11:30			11:30		

‡Service to Cucuta projected. xStop conditional.
Departure and arrival times according to 24-hour clock. To obtain corresponding P.M. time subtract 12 from all times between 12 and 24.

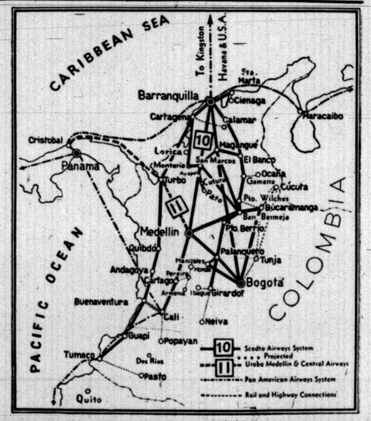
TABLE 11

CANAL ZONE—MEDELLIN

(t) Wed. Sun.		Uraba, Medellin & Central Airways, Inc. (UMCA)			(t) Wed. Sun.
" "	7:35	Lv. **Cristobal, C.Z.** E.S.T.	Ar.	3:35	" "
" "	8:02	Ar. **Panama City (Balboa), R.P.** "	Lv.	3:05	" "
" "	8:15	Lv. **Panama City (Balboa), R.P.** "	Ar.	2:50	" "
" "	10:00	Lv. **Turbo, Col.** "	Lv.	1:30	" "
" "	11:10	Ar. **Medellin, Col.** "	Lv.	11:55	" "

FOUR MONTHS' CALENDAR, 1937

JULY							AUGUST							SEPTEMBER							OCTOBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
				1	2	3	1	2	3	4	5	6	7				1	2	3	4						1	2
4	5	6	7	8	9	10	8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9
11	12	13	14	15	16	17	15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16
18	19	20	21	22	23	24	22	23	24	25	26	27	28	19	20	21	22	23	24	25	17	18	19	20	21	22	23
25	26	27	28	29	30	31	29	30	31					26	27	28	29	30			24	25	26	27	28	29	30
																					31						



VIA SAN FRANCISCO

TABLE 12

U.S.A.-HAWAII-GUAM-PHILIPPINES MACAO-HONGKONG

Daily	4:20	Lv. **BOSTON, Mass., U.S.A.** (AMA) ...E.S.T. Ar.	11:49	Daily
"	5:55	Lv. **NEW YORK, N. Y., U.S.A.** (UAL) " Ar.	9:00	"
"	5:30	Lv. **WASHING'N, D. C.** (AMA) (PAL) " Ar.	10:42	"
"	10:00	Lv. **CHICAGO, Ill., U.S.A.** (UAL) .....C.S.T. Ar.	3:17	"
"	8:30	Ar. **SAN FRANCISCO, U.S.A.** (UAL) ..P.S.T. Lv.	12:45	"
Orient	Express	Pan American Airways Co. (PAAP)	Orient	Express
Wed.(z)	3:00	Lv. **SAN FRANCISCO (Alameda), U.S.A.** P.S.T. Ar.	10:30	Tues.(z)
Thur.	8:30	Ar. **HONOLULU (Pearl Harbor), H.I.** ...H.L.T. Lv.	12:00N	Mon.
Fri.	6:30	Lv. **HONOLULU (Pearl Harbor), H.I.** ...H.L.T. Ar.	5:30	Sun.
"	3:00	Ar. **MIDWAY ISLAND** .....M.L.T. Lv.	6:00	"
Sat.	6:00	Lv. **MIDWAY ISLAND** .....M.L.T. Ar.	5:00	Sat.
		(International Date Line)		
Sun.	3:00	Ar. **WAKE ISLANDS** .....165° Lv.	6:00	Sun.
Mon.	6:00	Lv. **WAKE ISLANDS** ..... " Ar.	7:00	Sat.
"	5:00	Ar. **GUAM ISLAND** .....150° Lv.	6:00	"
Tue. (z)	6:00	Lv. **GUAM ISLAND** ..... " Ar.	6:30	Fri. (z)
"	5:00	Ar. **MANILA (Cavite), P.I.** .....120° Ar.	4:00*	"
Wed. (x)	8:30	Lv. **MANILA (Cavite), P.I.** .....120° Ar.	1:45	Thur. (x)
"	1:50	Ar. **MACAO** ..... " Lv.	.....	
" (x)	3:05	Ar. **HONGKONG (Kai Tek Airport)** ..... " Lv.	8:30	" (x)

*Departures from Manila subject to advancement to previous afternoon as occasion demands.

All arrival and departure times are approximate other than at San Francisco Westbound and at Honolulu Eastbound.

TABLE 13

SERVICE IN CHINA

CANTON—HONGKONG—SHANGHAI

Wed.Fri.	Sun.	(s) (y)	China National Aviation Corp. (CNAC)	(s) (y)	Tue. Thu. Sat.
"		6:30	Lv. **Canton** .....120° Ar.	3:45	"
"		7:10	Ar. **HONGKONG** ..... " Lv.	3:05	"
"		7:30	Lv. **HONGKONG** ..... " Ar.	2:45	"
"		9:20	Lv. **Swatow** ..... " Lv.	1:15	"
"		10:40	Lv. **Amoy** ..... " Lv.	11:55	"
"		12:10	Lv. **Foochow** ..... " Lv.	10:25	"
"		1:50	Lv. **Wenshow** ..... " Lv.	8:45	"
"		3:45	Ar. **Shanghai** ..... " Lv.	6:30	"

SHANGHAI—HANKOW—CHENGTU—KWEIYANG

Mon.,Wed., Fri.	Tues.(o)	Thu., Sat., Sun.	China National Aviation Corp. (CNAC)	Mo.,Wed. Fri., Sun.	Tues., Thur., Sat.
7:00 (t)	6:00	7:00(o)	Lv. **Shanghai** .....Ar.	12:05 (o)	5:30 (t)
8:15	7:30	8:30	Ar. **Nanking** .....Lv.	10:35	4:15
8:20	7:45	8:45	Lv. **Nanking** .....Ar.	10:20	4:10
.....	.....	.....	Lv. **Anking** .....Lv.	.....	.....
10:00	10:00	11:00	Lv. **Kiukiang** .....Lv.	8:20	2:35
10:55	11:05	12:05	Ar. **Hankow** .....Lv.	7:00	1:35
				Wed.	
	Tue.(m)	Thu., Sat.		Fri., Sun.	
11:20	12:00	7:30(m)	Lv. **Hankow** .....Ar.	3:40 (m)	1:10
.....	.....	9:10	Lv. **Shasi** .....Lv.	2:15	.....
12:35	2:20	10:10	Lv. **Ichang** .....Lv.	1:15	12:00
.....	4:35	12:30	Lv. **Wanhsien** .....Lv.	10:55	.....
2:35	6:15	2:10	Ar. **Chungking** .....Lv.	9:00	9:55
	Tue., Thu., Sa. Su.			Mo.W.F.Su.	
3:00	(n) 2:30		Lv. **Chungking** .....Ar.	(n) 2:00	9:30
4:15	4:30		Ar. **Chengtu** .....Lv.	12:00	8:15
Tue.,Sat.(o)					Tue., Sat.(o)
1:00	.....		Lv. **Chungking** .....Ar.	.....	5:00
2:45	.....		Ar. **Kweiyang** .....Lv.	.....	3:15

SHANGHAI—PEIPING

Mo.,Tue.,Thu., Fri.,Sun. (n)	Wed. Sat.(t)	(CNAC)	Wed. Sat.(t)	Mo.,Tue.,Thu., Fri., Sun. (n)
6:30	6:15	Lv. **Shanghai** .....Ar.	6:15	2:45
.....	7:05	Ar. **Nanking** .....Lv.	5:05	.....
.....	7:30	Lv. **Nanking** .....Ar.	5:00	.....
9:30	.....	Lv. **Haichow** .....Lv.	.....	12:00
10:50	9:25	Ar. **Tsingtao** .....Lv.	3:05	10:25
11:05	9:45	Lv. **Tsingtao** .....Ar.	2:45	10:10
2:05	11:30	Lv. **Tientsin** .....Lv.	1:05	7:25
2:45	12:05	Ar. **Peiping** .....Lv.	12:25	6:30

TO READ SCHEDULE TABLES QUICKLY FIRST SEE MAP ON PAGES 13-16 SHOWING ABOVE TABLES NUMBERED ON CORRESPONDING ROUTES

For Passenger Tariff Refer to Pages 17-20, 25-28

Light Faced Type—A.M.; Dark Faced—P.M.

TABLE 14

SERVICE IN ALASKA

VIA PACIFIC ALASKA AIRWAYS, Inc.

Effective Between May 1, 1937, and October 31, 1937

FASTEST, MOST COMFORTABLE ROUTE TO INTERIOR ALASKA

Principal cities in the United States are now only a few days from Alaska's interior gold belt, extending from Fairbanks to Flat and Nome. Fast Air service from New York, Chicago and other cities to Seattle via United Air Lines, Northwest Airlines and other air services connect with frequent steamer sailings between Seattle and Juneau where direct air service to the Interior of Alaska via Pacific Alaska Airways, Inc., is available according to the following schedules:

SEATTLE or VANCOUVER—JUNEAU—FAIRBANKS FLAT—NOME

Read Down	Alaska Steamship Co. Canadian Pacific S.S. Co. Northland S.S. Co. Time			Read Up	
Sat. Tue.*	9:00	Lv. **Seattle** (Steamer) ..... P.S.T.	Ar.	A.M.	Thur. Mon.*
Tue. Fri.*	A.M.	Ar. **Juneau** (Steamer) .....135°	Lv.	9:00	Mon. Fri.*
Tue. Sat.*	1:00	Lv. **Juneau** (P.A.A.K.) .....135°	Ar.	2:30	Sun. Th.*
" "	2:00	Ar. **Whitehorse** "	Lv.	1:30	" "
" "	2:20	Lv. **Whitehorse** "	Ar.	1:00	" "
" "	4:30	Ar. **Fairbanks** " .....150°	Lv.	9:00	" "
Wednesdays	8:00	Lv. **Fairbanks** (P.A.A.K.) .....150°	Ar.	8:00	Wednesdays
"	9:30	Ar. **Ruby** "	Lv.	6:30	"
"	9:50	Lv. **Ruby** "	Ar.	6:10	"
"	11:00	Ar. **Flat** "	Lv.	5:00	"
"	11:30	Lv. **Flat** "	Ar.	4:30	"
"	12:30	Ar. **Nome** " .....165°	Lv.	1:30	"

Days marked (*) effective only during June, July and August

FAIRBANKS—LIVENGOOD

Read Down		Time		Read Up	
Tuesdays	11:00	Lv. **Fairbanks** (P.A.A.K.) .....150°	Ar.	12:30	Tuesdays
"	11:30	Ar. **Livengood** (P.A.A.K.) ..... "	Lv.	12:00N	"

Pacific Alaska Airways Inc. (P.A.A.K.)

CONNECTING AIR SERVICE TO SOUTHEASTERN ALASKA: During May, June, July, August and September twice weekly service will be operated by Intercoastal Airways, Inc., of Juneau, serving Juneau, Petersburg, Wrangell and Ketchikan on following schedule.

Read Down	Intercoastal Airways, Inc. Time			Read Up		
Mon. Th.	9:00	Lv. **Ketchikan** .....P.S.T.	Lv.	6:45	Mon.	Th.
" "	F.S.	Lv. **Wrangell** .....135°	Lv.	F.S.	"	"
" "	F.S.	Lv. **Petersburg** ..... "	Lv.	F.S.	"	"
" "	10:15	Ar. **Juneau** ..... "	Lv.	3:30	"	"

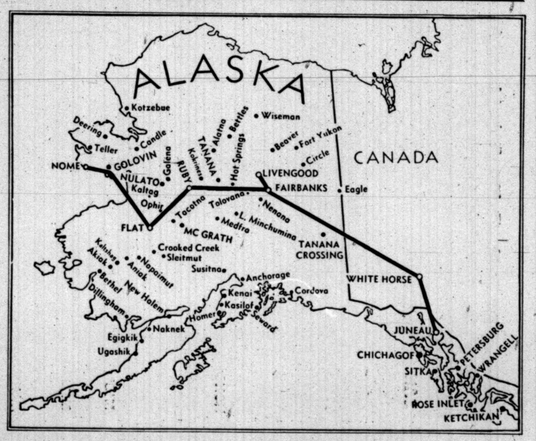
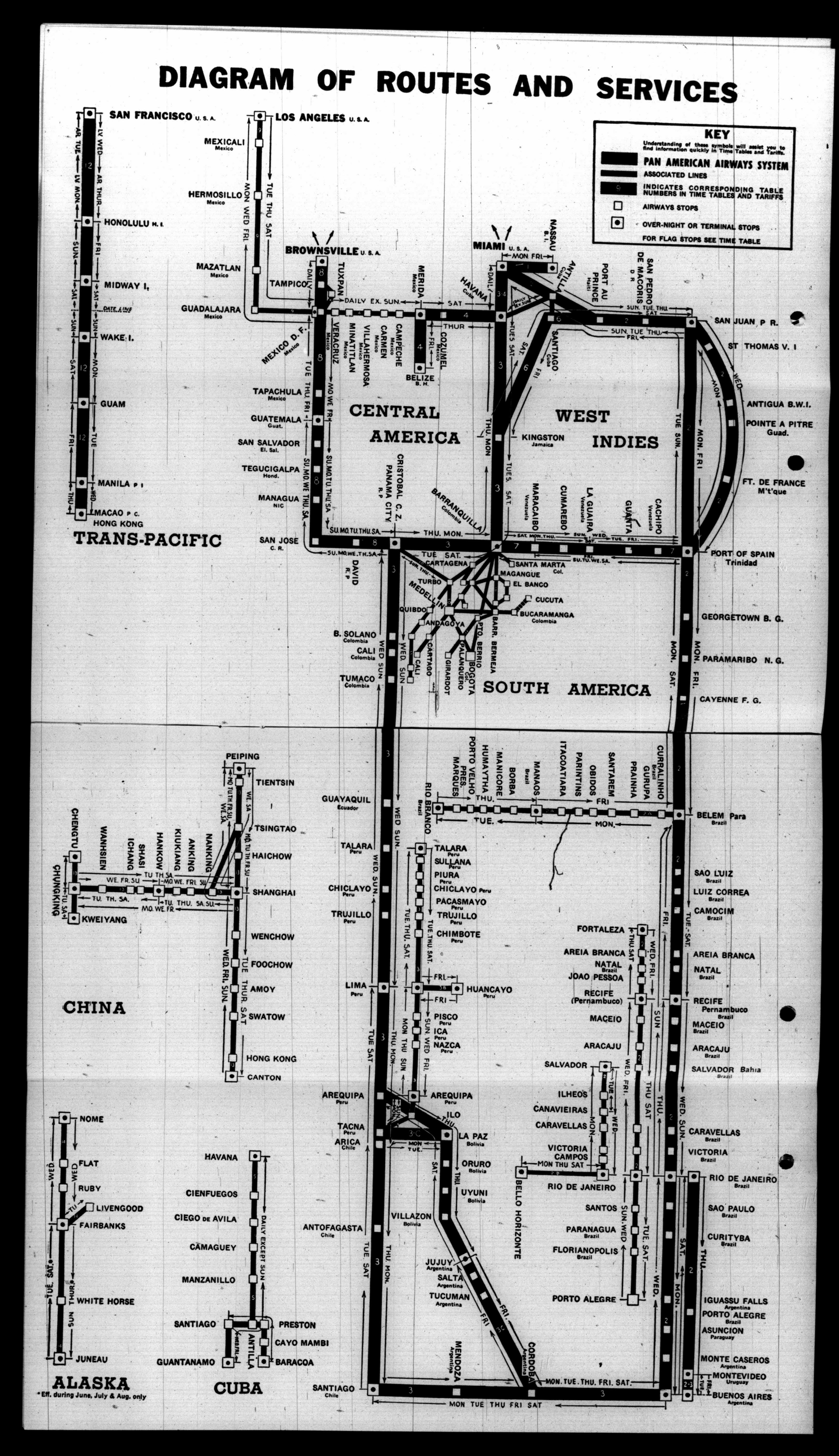


DIAGRAM OF ROUTES AND SERVICES



DECLASSIFIED
NND 740058
AMF NARS, Date 05/04/89

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

U. S. Cy. PASSENGER TARIFF—BERMUDA & LATIN AMERICAN SERVICES

FOR SCHEDULES REFER TO CORRESPONDING TABLE NUMBERS, PAGES 3–10

Fares quoted below are One Way Fares. Round trip fares are twice one way less 10% except as published otherwise.

TABLE 1 MIAMI—NASSAU $25.00 one way—$35 Round Trip (60 day limit)
(Miami - Cat Cay or Cat Cay - Nassau same fares) $45 " " (4 Mos. limit)

TABLE 3A MIAMI—HAVANA $25.00 one way—$35 Round Trip (60 day limit)
$45 " " (4 Mos. limit)

WEST INDIES—TRINIDAD—THE GUIANAS—BRAZIL—URUGUAY—ARGENTINA

TABLE 2

	Miami (a)	Antilla	Pt. au Prince	San Pedro	San Juan	St. Thomas	Antigua	Pointe a Pitre Guadeloupe	Ft. de France Martinique	Pt. Castries	Pt. of Spain	Georgetown	Paramaribo	Cayenne	Belem (Para)	Sao Luiz	Luiz Correa	Camocim	Fortaleza	Areia Branca	Natal	Joao Pessoa	Recife (Pernambuco)	Maceio	Aracaju	Salvador (Bahia)	Ilheos	Canavieiras	Caravellas	Victoria	Campos	Rio de Janeiro	Santos	Sao Paulo	Curityba	Paranagua	Florianopolis	Iguassu Falls	Pto. Alegre	Asuncion	MonteCaseros	Montevideo	Buenos Aires (b)
	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$
Miami (a)	...	49	79	101	112	119	140	149	159	161	183	220	242	262	284	317	332	338	352	363	366	367	368	370	372	374	385	388	399	410	423	438	454	454	467	467	476	488	490	492	496	500	500
Antilla	49	...	37	62	87	95	107	115	125	128	150	186	208	227	255	286	302	308	322	332	346	354	360	369	370	371	372	373	374	388	399	412	428	428	440	440	450	470	472	473	477	480	489
Port au Prince	79	37	...	25	50	54	77	86	98	100	112	149	172	191	247	254	269	275	289	300	313	322	327	338	349	365	370	371	372	378	380	383	399	399	411	411	420	441	443	450	470	479	488
San Pedro	101	62	25	...	26	35	55	63	76	78	102	129	152	171	229	252	255	257	271	282	296	304	309	320	331	347	359	363	370	377	379	382	384	384	396	396	405	426	428	435	455	464	473
San Juan	112	87	50	26	...	15	35	45	53	55	79	109	131	150	208	244	248	250	254	264	277	285	291	301	313	328	341	345	357	374	375	376	378	378	380	380	389	409	411	420	440	448	457
St. Thomas	119	95	54	35	15	...	26	36	49	51	71	101	123	143	201	237	247	249	252	263	270	279	284	294	306	322	333	338	350	368	369	370	372	372	374	374	384	404	406	414	438	443	452
Antigua	140	107	77	55	35	26	...	14	23	26	53	89	102	122	180	216	235	240	251	261	263	265	266	277	288	303	315	320	332	350	359	369	371	371	373	373	383	387	389	400	420	426	435
Pointe a Pitre	149	115	86	63	45	36	14	....	16	19	46	82	99	116	175	210	229	235	247	256	259	261	263	271	283	298	310	315	327	345	353	365	370	370	372	372	381	383	384	392	412	420	429
Ft. de France	159	125	98	76	53	49	23	16	....	12	32	71	95	111	163	200	218	224	240	251	256	258	260	262	273	289	301	306	318	325	347	361	368	368	370	370	374	376	377	388	408	414	423
Pt. Castries	161	128	100	78	55	51	26	19	12	....	28	66	91	101	159	196	214	220	236	247	254	255	256	258	269	285	297	302	313	331	343	357	367	367	369	369	371	372	373	384	404	410	419
Port of Spain	183	150	112	102	79	71	53	46	32	28	....	46	67	88	137	173	192	197	214	225	241	249	255	257	263	265	277	283	293	315	326	338	357	357	368	368	370	371	372	378	390	392	401
Georgetown	220	186	149	129	109	101	89	82	71	66	46	....	28	52	100	137	155	160	177	188	204	213	220	231	244	257	259	260	261	279	291	305	325	325	338	338	349	368	371	376	384	388	397
Paramaribo	242	208	172	152	131	123	102	99	95	91	67	28	....	25	87	114	132	138	155	166	181	191	197	208	222	239	252	254	257	269	276	285	305	305	318	318	329	352	354	362	382	383	392
Cayenne	262	227	191	171	150	143	122	116	111	101	88	52	25	....	66	105	113	119	135	147	162	172	178	189	202	220	234	242	252	266	267	286	287	287	301	301	311	336	338	348	370	378	387
Belem (Para)	284	255	247	229	208	201	180	175	163	159	137	100	87	66	....	45	60	68	86	98	104	113	119	131	144	161	175	182	194	214	228	243	256	256	258	258	260	283	285	298	320	327	336
Sao Luiz	317	286	254	252	244	237	216	210	200	196	173	137	114	105	45	....	25	30	50	58	75	86	93	105	109	125	139	146	158	178	192	207	228	228	244	244	251	253	254	265	290	296	305
Luiz Correa	332	302	269	255	248	247	235	229	218	214	192	155	132	113	60	25	....	13	28	42	55	66	73	86	100	108	121	128	140	160	174	189	210	210	226	226	238	250	252	260	278	279	288
Camocim	338	308	275	257	250	249	240	235	224	220	197	160	138	119	68	30	13	....	23	35	54	60	66	78	93	101	115	122	134	154	168	183	205	205	220	220	233	249	251	257	272	273	282
Fortaleza	352	322	289	271	254	252	251	247	240	236	214	177	155	135	86	50	28	23	....	16	34	45	53	60	75	95	99	106	118	137	151	167	188	188	204	204	216	238	244	245	255	259	268
Areia Branca	363	332	300	282	264	263	261	256	251	247	225	188	166	147	98	58	42	35	16	....	21	30	38	52	62	81	96	100	105	125	140	156	177	177	195	195	204	227	233	237	255	256	265
Natal	366	346	313	296	277	270	263	259	256	254	241	204	181	162	104	75	55	54	34	21	....	14	21	33	50	65	79	88	100	111	125	140	161	161	177	177	188	213	218	228	250	254	263
Joao Pessoa	367	354	322	304	285	279	265	261	258	255	249	213	191	172	113	86	66	60	45	30	14	....	13	25	38	54	70	79	91	101	115	131	153	153	167	167	180	200	208	215	245	251	260
Recife	368	360	327	309	291	284	266	263	260	256	255	220	197	178	119	93	73	66	53	38	21	13	....	16	31	52	62	71	83	97	110	124	146	146	161	161	173	195	202	210	240	249	258
Maceio	370	369	338	320	301	294	277	271	262	258	257	231	208	189	131	105	86	78	60	52	33	25	16	....	18	38	54	60	71	93	102	113	135	135	150	150	162	183	191	198	225	238	247
Aracaju	372	370	349	331	313	306	288	283	273	269	263	244	222	202	144	109	100	93	75	62	50	38	31	18	....	24	38	45	56	78	88	100	121	121	137	137	149	160	177	180	215	224	233
Salvador	374	371	365	347	328	322	303	298	289	285	265	257	239	220	161	125	108	101	95	81	65	54	52	38	24	....	18	28	40	58	74	92	104	104	119	119	132	152	160	165	200	207	216
Ilheos	385	372	370	359	341	333	315	310	301	297	277	259	252	234	175	139	121	115	99	96	79	70	62	54	38	18	....	13	26	48	61	77	100	100	105	105	118	138	146	155	185	194	203
Canavieiras	388	373	371	363	345	338	320	315	306	302	282	260	254	240	182	146	128	122	106	100	88	79	71	60	45	28	13	....	19	40	54	69	92	92	103	103	112	135	140	153	182	190	199
Caravellas	399	374	372	370	357	350	332	327	318	313	293	261	257	252	194	158	140	134	118	105	100	91	83	71	56	40	26	19	....	26	40	56	79	79	96	96	99	120	128	138	170	175	184
Victoria	410	388	378	377	374	368	350	345	335	331	315	279	269	266	214	178	160	154	137	125	111	101	97	93	78	58	48	40	26	....	19	37	57	57	74	74	88	105	108	118	150	155	164
Campos	423	399	380	379	375	369	359	353	347	343	326	291	276	267	228	192	174	168	151	140	125	115	110	102	88	74	61	54	40	19	....	21	44	44	60	60	69	91	99	102	138	140	149
Rio de Janeiro	438	412	383	382	376	370	369	365	361	357	338	305	285	268	243	207	189	183	167	156	140	131	124	113	100	92	77	69	56	37	21	....	27	27	46	46	55	80	87	95	118	124	133
Santos	454	423	399	384	378	372	371	370	368	367	357	325	305	287	256	228	210	205	188	177	161	153	146	135	121	104	100	92	79	57	44	27	*	*	20	34	*	62	*	*	103	112	
Sao Paulo	454	423	399	384	378	372	371	370	368	367	357	325	305	287	256	228	210	205	188	177	161	153	146	135	121	104	100	92	79	57	44	27	*	....	24	*	*	58	*	73	100	121	112
Curityba	467	440	411	396	380	374	373	372	370	369	368	338	318	301	258	244	226	220	204	195	177	167	161	150	137	119	105	103	96	74	60	46	*	24	....	*	*	38	*	55	90	116	107
Paranagua	467	440	411	396	380	374	373	372	370	369	368	338	318	301	258	244	226	220	204	195	177	167	161	150	137	119	105	103	96	74	60	46	20	*	*	....	16	*	50	*	*	98	107
Florianopolis	476	450	420	405	389	384	383	381	374	371	370	349	329	311	260	251	238	233	216	204	188	180	173	162	149	132	118	112	99	88	69	55	34	*	*	16	....	*	35	*	*	84	93
Iguassu Falls	488	470	441	426	409	404	387	383	376	372	371	368	352	336	283	253	250	249	238	227	213	200	195	183	160	152	138	135	120	105	91	80	*	58	38	*	*	....	*	25	58	108	90
Pto. Alegre	490	472	443	428	411	406	389	384	377	373	372	371	354	338	285	254	252	251	244	233	218	208	202	191	177	160	146	140	128	108	99	87	62	*	*	50	35	*	....	40	58	67	67
Asuncion	492	473	450	435	420	414	400	392	388	384	378	376	362	348	298	265	260	257	245	237	228	215	210	198	180	165	155	153	138	118	102	95	*	73	55	*	*	25	*	....	40	79	70
Monte Caseros	496	477	470	455	440	438	420	412	408	404	390	384	382	370	320	290	278	272	255	255	250	245	240	225	215	200	185	182	170	150	138	118	*	100	90	*	*	58	*	40	....	45	36
Montevideo	500	480	479	464	448	443	426	420	414	410	392	388	383	378	327	296	279	273	259	256	254	251	249	238	224	207	194	190	175	155	140	124	103	121	116	98	84	108	58	79	45	....	9
Buenos Aires (b)	500	489	488	473	457	452	435	429	423	419	401	397	392	387	336	305	288	282	268	265	263	260	258	247	233	216	203	199	184	164	149	133	112	107	107	93	90	67	70	36	9	....	

(a) Fares in this table to and from Miami via West Indies, also apply on routing via Santiago or Antilla and Havana for the portion of passage between Port au Prince and Miami.
(b) Fares between Rio de Janeiro, stations north of Rio de Janeiro and Buenos Aires apply either via Porto Alegre or Asuncion.
* Add minimum through fares according to the routing used.

BELEM—MANAOS—RIO BRANCO VIA AMAZON RIVER

TABLE 2A

	Belem, Para	Curralinho	Curupa	Prainha	Santarem	Obidos	Parintins	Itacoatiara	Manaos	Borba	Manicore	Humaytha	Porto Velho	Pres. Marques	Rio Branco
	$	$	$	$	$	$	$	$	$	$	$	$	$	$	$
Belem, Para	....	$13	$31	$46	$56	$66	$72	$81	$94	$108	$129	$153	$165	$173	$189
Curralinho	$13	....	19	35	47	56	66	77	84	98	119	143	155	163	179
Gurupa	31	19	....	17	30	38	50	65	74	88	109	133	145	153	169
Prainha	46	35	17	....	14	24	36	52	63	77	98	122	134	142	158
Santarem	56	47	30	14	....	11	23	39	54	68	89	113	125	133	149
Obidos	66	56	38	24	11	....	13	30	44	58	79	103	115	123	139
Parintins	72	66	50	36	23	13	....	18	33	47	68	92	104	112	128
Itacoatiara	81	77	65	52	39	30	18	....	16	30	51	75	87	95	111
Manaos	94	84	74	63	54	44	33	16	....	14	35	59	71	79	95
Borba	108	98	88	77	68	58	47	30	14	....	22	48	64	73	84
Manicore	129	119	109	98	89	79	68	51	35	22	....	29	46	59	68
Humaytha	153	143	133	122	113	103	92	75	59	48	29	....	19	35	53
Porto Velho	165	155	145	134	125	115	104	87	71	64	46	19	....	16	36
Pres. Marques	173	163	153	142	133	123	112	95	79	73	59	35	16	....	20
Rio Branco	189	179	169	158	149	139	128	111	95	84	68	53	36	20	....

TABLE 2B Rio—Bello Horizonte.....$23.00

TABLE 0 New York (Port Washington)—Bermuda.....$100.00

HAVANA-SANTIAGO GUANTANAMO-BARACOA

TABLE 5

	Havana	Cienfuegos	Ciego de Avila	Camaguey	Manzanillo	Antilla	Santiago	Guantanamo	Preston	Cayo Mambi	Baracoa
	....	$9	$22	$23	$25	$28	$30	$33	$29	$34	$40
Havana	....	....	9	14	20	24	27	30	25	29	35
Cienfuegos	$9	....	....	5	11	16	21	24	17	21	27
Ciego de Avila	18	9	....	....	6	11	16	19	12	16	22
Camaguey	23	14	5	....	....	7	11	14	8	12	18
Manzanillo	25	20	11	6	....	....	6	11	3	6	11
Antilla	28	24	16	11	7	....	....	6	11	3	6
Santiago	30	27	21	16	11	6	....	....	5	7	10
Guantanamo	33	30	24	19	14	11	5	....	....	12	15
Preston	29	25	17	12	8	3	7	12	....	....	5
Cayo Mambi	34	29	21	16	12	6	10	15	5	....	8
Baracoa	40	35	27	22	18	12	16	21*	11	8	....

*Via Santiago and Antilla.
Charter service available Havana to Isle of Pines. Min. rate $120.00 round trip per plane

PORT AU PRINCE—SANTIAGO—KINGSTON

TABLE 6

	Port au Prince	Santiago	Kingston
Port au Prince	....	$30	$45
Santiago	$30	....	25
Kingston	45	25	....

U. S. Cy. PASSENGER TARIFF—LATIN AMERICAN SERVICES

FOR SCHEDULES REFER TO CORRESPONDING TABLE NUMBERS, PAGES 3—10

Fares quoted below are One Way Fares. Round trip fares are twice one way less 10% except as published otherwise

MIAMI-CUBA-JAMAICA-CANAL ZONE-COLOMBIA-ECUADOR-PERU-BOLIVIA-CHILE-ARGENTINA-URUGUAY

TABLES 3,3 A,B,C

	Miami	Havana	Cienfuegos	Kingston	Barranquilla	Cristobal (b)	Bahia Solano	Cali	Tumaco	Guayaquil	Talara	Chiclayo	Trujillo	Lima	Arequipa	La Paz	Oruro	Uyuni	Villazon	JuJuy	Salta	Tucuman	Cordoba	Tacna	Arica	Antofagasta	Santiago (c)	Mendoza	Cordoba	Buenos Aires (c)	Montevideo
	....	$25	$a34	$a79	$a130	$a158	195	$203	$224	$268	$288	$313	$322	$351	$401	$451	$462	$478	$491	$500	$500	$500	$d500	$412	$413	$439	$458	$h500	$d500	$d500	$d500	$d500
Miami	....	....	66	107	141	178	186	207	251	271	296	305	334	384	434	445	461	474	495	500	500	d500	395	396	422	458	h500	d500	d500	d500	d500
Havana	$25	....	....	57	98	130	167	175	196	240	260	285	294	323	373	423	434	450	463	484	490	500	d500	384	385	411	460	h500	d500	d500	d500	d500
Cienfuegos	a34	9	....	....	57	98	130	167	175	196	240	260	285	294	323	373	423	434	450	463	484	490	500	d500	384	385	411	460	h500	d500	d500	d500	d500
Kingston	a79	66	57	....	57	100	137	145	166	210	230	255	264	293	343	393	404	420	433	454	460	477	d500	354	355	381	430	h490	d500	d500	d500	d500
Barranquilla	a130	107	98	57	....	45	82	90	111	155	175	200	209	238	288	338	349	365	378	399	405	422	d455	299	300	326	375	h435	d455	d475	d484	
Cristobal (b)	a158	141	130	100	45	....	37	65	86	125	130	155	164	193	243	293	304	320	333	354	360	377	d410	254	255	281	330	h390	d410	d430	d439	
Bahia Solano	195	178	167	137	82	37	....	28	53	93	113	138	147	176	226	276	287	303	316	337	343	360	d393	237	238	264	313	h373	d393	d413	d422	
Cali	203	186	175	145	90	65	28	....	25	65	85	110	119	148	198	248	259	275	288	309	315	332	d365	209	210	236	285	h345	d365	d385	d394	
Tumaco	224	207	196	166	111	86	53	25	....	40	64	89	98	127	177	227	238	254	267	288	294	311	d344	188	189	215	264	h324	d344	d364	d373	
Guayaquil	268	251	240	210	155	125	93	65	40	....	20	45	54	83	133	183	194	210	223	244	250	267	d300	144	145	171	220	h280	d300	d320	d329	
Talara	288	271	260	230	175	130	113	85	64	20	....	25	34	63	113	163	174	190	203	224	230	247	d280	124	125	151	200	h260	d280	d300	d309	
Chiclayo	313	296	285	255	200	155	138	110	89	45	25	....	16	45	95	145	156	172	185	206	212	229	d262	106	107	133	182	h242	d262	d282	d291	
Trujillo	322	305	294	264	209	164	147	119	98	54	34	16	....	37	87	137	148	164	177	198	204	221	d254	98	99	125	174	h234	d254	d274	d283	
Lima	351	334	323	293	238	193	176	148	127	83	63	45	37	....	50	100	111	127	140	161	167	184	d217	70	71	88	137	h197	d217	d237	d246	
Arequipa	401	384	373	343	288	243	226	198	177	133	113	95	87	50	....	50	61	77	90	111	117	134	d167	20	21	38	87	h147	d167	d187	d196	
La Paz	451	434	423	393	338	293	276	248	227	183	163	145	137	100	50	....	11	27	40	61	67	84	117	30	35	e61	e110	f147	117	140	149	
Oruro	462	445	434	404	349	304	287	259	238	194	174	156	148	111	61	11	....	16	29	50	56	73	106	41	46	e72	e121	f136	106	129	138	
Uyuni	478	461	450	420	365	320	303	275	254	210	190	172	164	127	77	27	16	....	13	34	40	57	90	57	62	e88	e137	f120	90	113	122	
Villazon	491	474	463	433	378	333	316	288	267	223	203	185	177	140	90	40	29	13	....	21	27	44	77	70	75	e101	e150	f107	77	100	109	
Ju Juy	500	495	484	454	399	354	337	309	288	244	224	206	198	161	111	61	50	34	21	....	6	23	56	103	108	e134	f136	f86	56	79	88	
Salta	500	500	490	460	405	360	343	315	294	250	230	212	204	167	117	67	56	40	27	6	....	17	50	97	102	e128	f130	f80	50	73	82	
Tucuman	500	500	500	477	422	377	360	332	311	267	247	229	221	184	134	84	73	57	44	23	17	....	33	114	119	e145	f113	f63	33	56	65	
Cordoba	d500	d500	d500	d500	d455	d410	d393	d365	d344	d300	d280	d262	d254	d217	d167	117	106	90	77	56	50	33	....	d147	d152	h130	80	30	....	23	32	
Tacna	412	395	384	354	299	254	237	209	188	144	124	106	98	70	20	30	41	57	70	103	97	114	d147	....	5	31	80	140	d147	d170	d179	
Arica	413	396	385	355	300	255	238	210	189	145	125	107	99	71	21	35	46	62	75	108	102	119	d152	5	....	x	x	135	d152	175	184	
Antofagasta	439	422	411	381	326	281	264	236	215	171	151	133	125	88	38	e61	e72	e88	e101	e134	e128	e145	h130	31	x	....	x	110	130	150	159	
Santiago (c)	458	458	458	430	375	330	313	285	264	220	200	182	174	137	87	e110	e121	e137	e150	f136	f130	f113	80	80	x	x	....	60	80	100	109	
Mendoza	h500	h500	h500	h490	h435	h390	h373	h345	h324	h280	h260	h242	h234	h197	h147	f147	f136	f120	f107	f86	f80	f63	30	h140	h135	110	60	....	30	40	49	
Cordoba	d500	d500	d500	d500	d455	d410	d393	d365	d344	d300	d280	d262	d254	d217	d167	117	106	90	77	56	50	33	....	d147	d152	130	80	30	....	23	32	
BuenosAires (c)	d500	d500	d500	d500	d475	d430	d413	d385	d364	d320	d300	d282	d274	d237	d187	140	129	113	100	79	73	56	23	d170	d175	150	100	40	23	....	9	
Montevideo	d500	d500	d500	d500	d484	d439	d422	d394	d373	d329	d309	d291	d283	d246	d196	149	138	122	109	88	82	65	32	d179	d184	159	109	49	32	9	....	

ROUTING EXPLANATION

Fares shown are via shortest route. For other routings add the minimum through fares via the route to be flown.

(a) Fares between Miami and Cienfuegos and points south apply either via Havana or on direct route.
(b) To obtain through fares between Panama City (Balboa) and Barranquilla, Kingston, Cienfuegos, Havana and Miami, add $2.00 to fares quoted between these stations and Cristobal.
(c) See Air-Sea Fares on this page.
(d) Via Santiago or La Paz.
(e) Via Tacna and Arica. For routing via Arequipa add fares on Arequipa according to route flown.
(f) Via Cordoba.
(h) Via Santiago.

| Aerovias Peruanas, S. A. | Talara | Sullana | Piura | Chiclayo | Pacasmayo | Trujillo | Chimbote | Lima | Huancayo | Pisco | Naz

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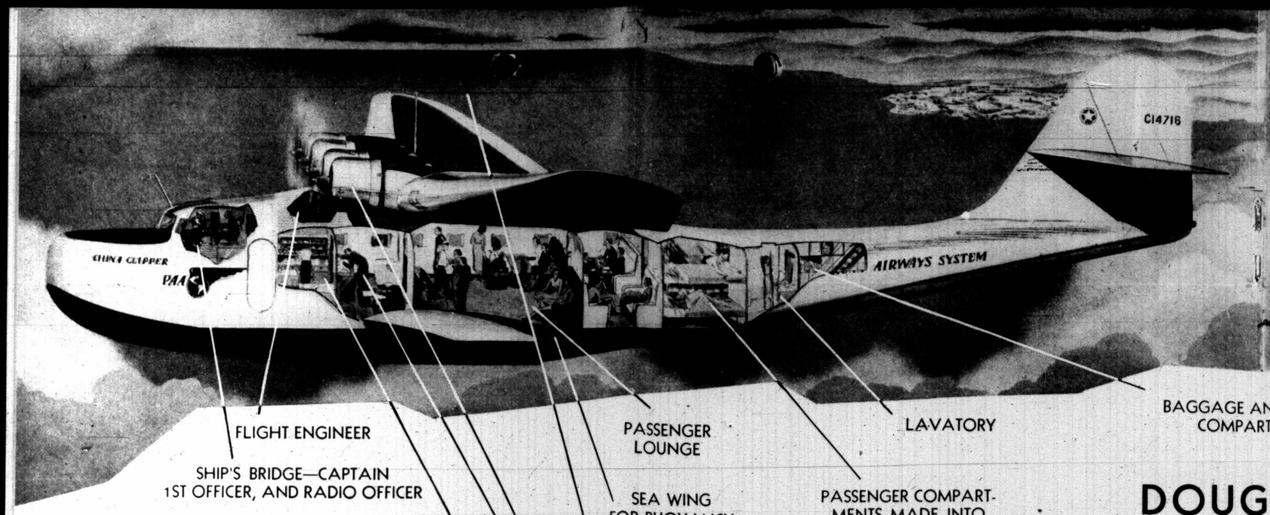
By AMF NARS, Date 05/04/89



FLIGHT ENGINEER

SHIP'S BRIDGE—CAPTAIN 1ST OFFICER, AND RADIO OFFICER

STEWARD —GALLEY

NAVIGATOR CHART-ROOM

FOUR, SUPERCHARGED ENGINES WITH CONTROLLABLE PITCH PROPELLERS

PASSENGER LOUNGE

RADIO ANTENNA

SEA WING FOR BUOYANCY

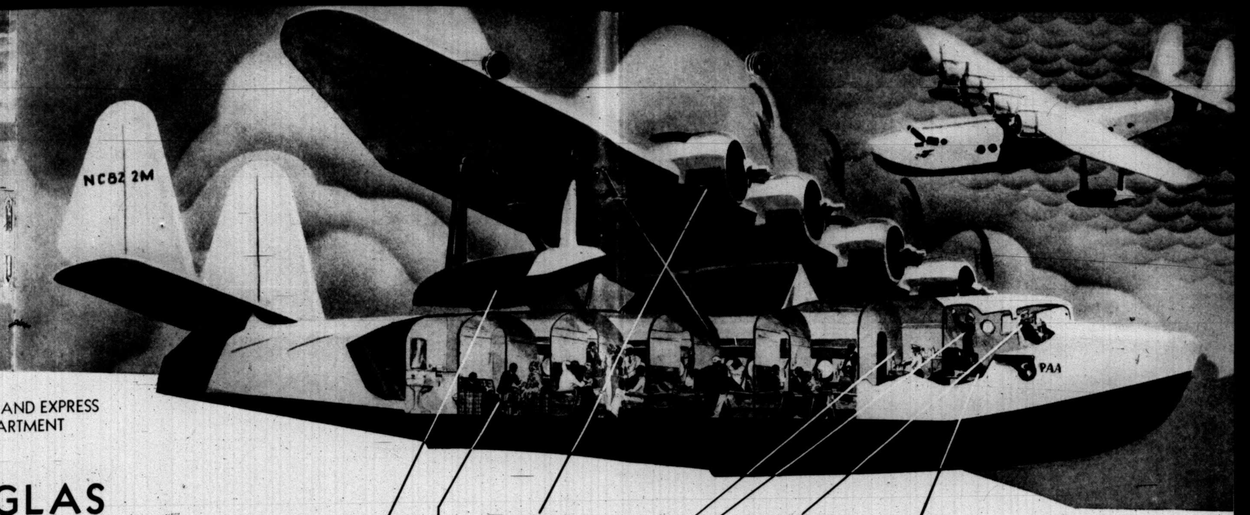
LAVATORY

PASSENGER COMPARTMENTS MADE INTO BERTHS FOR NIGHT FLIGHTS

BAGGAGE AND EXPRESS COMPARTMENT

MARTIN

WING SPAN, 130 FEET—LENGTH, 91 FEET—CRUISING SPEED, 150 M.P.H.—CAPTAIN, 1st OFFICER, FLIGHT ENGINEER, NAVIGATOR, RADIO OFFICER, PURSER AND STEWARD — 26 TONS GROSS WEIGHT



DOUGLAS

WING SPAN, 95 FEET—LENGTH, 64 FEET—CRUISING SPEED, 180 M.P.H.—CAPTAIN, 1st OFFICER, RADIO OFFICER AND STEWARD—14 PASSENGERS

FOUR, SUPERCHARGED ENGINES WITH CONTROLLABLE PITCH PROPELLERS

SHIPS BRIDGE—CAPTAIN & 1st OFFICER—NAVIGATION INSTRUMENTS WITH GYRO-PILOT

PONTOON

PASSENGER SALON WITH RECLINING LOUNGE CHAIRS, FULL VISIONED WINDOWS

RADIO OFFICER PAN AMERICAN AIRWAYS TWO-WAY RADIO COMMUNICATION

STEWARD—GALLEY

FLIGHT ENGINEER AT ENGINE INSTRUMENTS CHECKS THE PERFORMANCE OF EACH ENGINE CONSTANTLY DURING FLIGHT

SIKORSKY

WING SPAN, 114 FEET—LENGTH, 68 FEET—CRUISING SPEED, 150 M.P.H.—CAPTAIN, 1st OFFICER, RADIO OFFICER, FLIGHT ENGINEER, PURSER, AND STEWARD 28 PASSENGERS 21 TONS GROSS



RADIO ANTENNA

LAVATORY

TWO, SUPERCHARGED ENGINES—CONTROLLABLE PITCH PROPELLERS

RETRACTABLE LANDING GEAR UNDER ENGINE NACELLES

BAGGAGE AND MAIL COMPARTMENT

VENTILATION INTAKE

CREW'S COMPARTMENT—CAPTAIN—1ST OFFICER—RADIO OFFICER—GYRO-PILOT HOLDS GIVEN COURSE WHEN NEEDED

BAGGAGE COMPARTMENT

MAIN CABIN—LOUNGE, CHAIRS ADJUSTABLE TO RECLINING POSITION—INDIVIDUAL WINDOWS

TYPES OF FLYING CLIPPER SHIPS FLOWN ON PAN AMERICAN AIRWAYS SYSTEM

PASSENGER COMPARTMENTS OF CLIPPER SHIPS ARE SOUND INSULATED PERMITTING NORMAL CONVERSATION—COMPLETELY VENTILATED WITH CONTINUOUS CHANGE OF AIR-CONTROLLED TEMPERATURE FULL COURSE MEALS ARE ATTRACTIVELY SERVED ALOFT

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By AMF NARS, Date 05/04/89

U. S. Cy. PASSENGER TARIFF—LATIN AMERICAN SERVICES

FOR SCHEDULES REFER TO CORRESPONDING TABLE NUMBERS, PAGES 3—10

Fares quoted below are One Way Fares. Round trip fares are twice one way less 10% except as published otherwise

LOS ANGELES; BROWNSVILLE; MIAMI—MEXICO—CUBA—CENTRAL AMERICA—PANAMA—CANAL ZONE COLOMBIA—ECUADOR—PERU—CHILE—ARGENTINA—URUGUAY

TABLES **3, 4, 8, 9**

	Los Angeles	Mexicali	Hermosillo	Mazatlan	Guadalajara	Brownsville	Tampico	Tuxpan	Mexico, D.F.	Veracruz (Tejeria)	Minatitlan	Villahermosa	C. del Carmen (b)	Campeche (b)	Merida (b)	Belize	Cozumel	Havana	Miami	Tapachula	Guatemala City	San Salvador	Tegucigalpa	Managua	San Jose	David	Panama City (Balboa)	Cristobal
Los Angeles		$20	$52	$83	$96	$152	$126	$120	$110	$123	$133	$139	$145	$154	$160	$193	$180	$218	$241	$147	$166	$182	$195	$210	$237	$260	$262	$264
Mexicali	$20		35	71	86	128	113	107	99	109	118	125	131	139	148	181	....	206	229	135	154	170	183	198	225	250	252	254
Hermosillo	52	35		46	65	102	94	90	82	92	97	101	107	114	121	154	....	179	202	111	130	146	159	174	201	226	228	230
Mazatlan	83	71	46		26	80	68	61	50	63	73	82	83	90	94	127	....	152	175	87	106	122	135	150	177	202	204	206
Guadalajara	96	86	65	26		63	49	41	28	45	55	62	68	75	80	113	....	134	161	72	91	107	120	135	162	187	189	191
Brownsville	152	128	102	80	63		25	33	42	57	67	74	78	84	90	123	110	148	171	80	99	115	128	143	170	195	197	199
Tampico	126	113	94	68	49	25		11	25	40	51	59	65	73	78	111	....	136	159	69	88	104	117	132	159	184	186	188
Tuxpan	120	107	90	61	41	33	11		18	33	44	53	58	67	73	106	....	131	154	62	81	97	110	125	152	177	179	181
Mexico, D. F.	110	99	82	50	28	42	25	18		19	32	40	48	56	62	95	....	120	143	52	71	87	100	115	142	167	169	171
Veracruz (Tejeria)	123	109	92	63	45	57	40	33	19		16	25	32	41	49	82	....	107	130	a71	a90	a106	a119	a134	a161	a186	a188	a190
Minatitlan	133	118	97	73	55	67	51	44	32	16		13	19	30	38	71	....	96	119	a84	a103	a119	a132	a147	a174	a199	a201	a203
Villahermosa	139	125	101	82	62	74	59	53	40	25	13		10	20	29	62	....	87	110	a92	a111	a127	a140	a155	a182	a207	a209	a211
C. del Carmen	145	131	107	83	68	78	65	58	48	32	19	10		14	21	54	....	79	102	a100	a119	a135	a148	a163	a190	a215	a217	a219
Campeche	154	139	114	90	75	84	73	67	56	41	30	20	14		12	45	....	70	93	a108	a127	a143	a156	a171	a198	a223	a225	a227
Merida	160	148	121	94	80	90	78	73	62	49	38	29	21	12		33	x20	58	81	a114	a133	a149	a162	a171	a204	a229	a231	a233
Belize	193	181	154	127	113	123	111	106	95	82	71	62	54	45	33	....	56	91	108	a147	a166	a182	a195	a210	a237	a262	a264	a266
Cozumel															x20	56	....	51	74									
Havana	218	206	179	152	134	148	136	131	120	107	96	87	79	70	58	91	51	....	25	a172	a191	a207	a220	i219	i192	i165	i143	141
Miami	241	229	202	175	161	171	159	154	143	130	119	110	102	93	81	108	74	25	....	a195	a214	a230	a243	i236	i209	i182	i160	158
Tapachula	147	135	111	87	72	80	69	62	52	a71	a84	a92	a100	a108	a114	a147	....	a172	a195	....	19	35	48	63	90	115	117	119
Guatemala City	166	154	130	106	91	99	88	81	71	a90	a103	a111	a119	a127	a133	a166	*	a191	a214	19	....	21	32	46	73	100	104	106
San Salvador	182	170	146	122	107	115	104	97	87	a106	a119	a127	a135	a143	a149	a182	*	a207	a230	35	21	....	20	29	55	82	101	103
Tegucigalpa	195	183	159	135	120	128	117	110	100	a119	a132	a140	a148	a156	a162	a195	*	a220	a243	48	32	20	....	21	42	69	91	93
Managua	210	198	174	150	135	143	132	125	115	a134	a147	a155	a163	a171	a177	a210	*	i219	i236	63	46	29	21	....	29	54	76	78
San Jose	237	225	201	177	162	170	159	152	142	a161	a174	a182	a190	a198	a204	a237	*	i192	i209	90	73	55	42	29	....	28	49	51
David	260	250	226	202	187	195	184	177	167	a186	a199	a207	a215	a223	a229	a262	*	i165	i182	115	100	82	69	54	28	....	22	24
Panama City (Balboa)	262	252	228	204	189	197	186	179	169	a188	a201	a209	a217	a225	a231	a264	*	i143	i160	117	104	101	91	76	49	22	....	8
Cristobal	264	254	230	206	191	199	188	181	171	a190	a203	a211	a219	a227	a233	a266	*	141	158	119	106	103	93	78	51	24	8	....
Bahia Solano	301	291	267	243	228	236	225	218	208	a227	a240	a248	a256	a264	a270	b269	*	178	195	156	143	140	130	115	88	61	45	....
Cali	329	319	295	271	256	264	253	246	236	a255	a268	a276	a284	a292	a298	b277	*	186	203	184	171	168	158	143	116	89	73	....
Tumaco	350	340	316	292	277	285	274	267	257	a276	a289	a297	a305	a313	a319	b298	*	207	224	205	192	189	179	164	137	110	94	....
Guayaquil	389	379	355	331	316	324	313	306	296	a315	a328	a336	a344	a352	a358	b342	*	251	268	244	231	228	218	203	176	149	133	....
Talara	394	384	360	336	321	329	318	311	301	a320	a333	a341	a349	a357	a363	b362	*	271	288	249	236	233	223	208	181	154	138	....
Chiclayo	419	409	385	361	346	354	343	336	326	a345	a358	a366	a374	a382	a388	b387	*	296	313	274	261	258	248	233	206	179	163	....
Trujillo	428	418	394	370	355	363	352	345	335	a354	a367	a375	a383	a391	a397	b396	*	305	322	283	270	267	257	242	215	188	172	....
Lima	457	447	423	399	384	392	381	374	364	a383	a396	a404	a412	a420	a426	b425	*	334	351	312	299	296	286	271	244	217	201	....
Arequipa	507	497	473	449	434	444	433	424	414	a433	a446	a454	a462	a470	a476	b475	*	384	401	362	349	346	336	321	294	267	251	....
La Paz	557	547	523	499	484	494	483	474	464	a483	a496	a504	a512	a520	a526	b525	*	434	451	412	399	396	386	371	344	317	301	....
Oruro	568	558	534	510	495	505	494	485	475	a494	a507	a515	a523	a531	a537	b536	*	445	462	423	410	407	397	382	355	328	312	....
Uyuni	584	574	550	526	511	521	510	501	491	a510	a523	a531	a539	a547	a553	b552	*	461	478	439	426	423	413	398	371	344	328	....
Villazon	597	587	563	539	524	534	523	514	504	a523	a536	a541	a552	a560	a566	b565	*	474	491	452	439	436	426	411	384	357	341	....
Jujuy	606	606	606	560	545	541	541	535	525	a541	a541	a541	a552	a581	a587	b586	*	495	500	479	466	457	447	432	405	378	362	....
Salta	606	606	606	566	551	541	541	541	531	a541	a541	a541	a552	a587	a593	b591	*	500	500	479	466	463	453	438	411	384	368	....
Tucuman	606	606	606	583	568	541	541	541	541	a541	a541	a541	a552	a604	a606	b591	*	500	500	496	483	480	470	455	428	401	385	....
Cordoba	d606	d606	d606	d591	d569	d541	d541	d541	d541	ad541	ad541	ad541	ad552	ad606	ad606	bd591	*	d500	d500	d529	d516	d513	d503	d488	d461	d431	d418	....
Tacna	518	508	484	460	445	453	442	435	425	a444	a457	a465	a473	a481	a487	b486	*	395	412	373	360	357	347	332	305	278	262	....
Arica	519	509	485	461	446	454	443	436	426	a445	a458	a466	a474	a482	a488	b487	*	396	413	374	361	358	348	333	306	279	263	....
Antofagasta	545	535	511	487	472	480	469	462	452	a471	a484	a492	a500	a508	a514	b513	*	422	439	400	387	384	374	359	332	305	289	....
Santiago (e)	594	584	560	536	521	529	518	511	501	a520	a533	a541	a549	a557	a563	b549	*	458	458	449	436	433	423	408	381	354	338	....
Mendoza	h606	h606	h606	h591	h569	h541	h541	h541	h541	ah541	ah541	ah541	ah541	ah552	ah606	bh591	*	h500	h500	h509	h496	h493	h483	h468	h441	h414	h398	....
Cordoba	d606	d606	d606	d591	d569	d541	d541	d541	d541	ad541	ad541	ad541	ad541	ad552	ad606	ad606	bd591	*	d500	d500	d529	d516	d513	d503	d488	d461	d431	d418	....
Buenos Aires (c)	d606	d606	d606	d591	d569	d541	d541	d541	d541	ad541	ad541	ad541	ad541	ad552	ad606	ad606	bd591	*	d500	d500	d541	d536	d533	d523	d508	d481	d454	d438	....
Montevideo	d615	d615	d615	d600	d578	d550	d550	d550	d550	ad550	ad550	ad550	ad561	ad615	ad615	bd591	*	d500	d500	d550	d545	d542	d532	d517	d490	d463	d447	....

See Table 3—For Local Fares between points south of Cristobal.

ROUTING EXPLANATION

Fares shown are via the shortest route resulting in the lowest through fare unless other routings may also be indicated. For other routings add the minimum through fares via the route to be flown.

*Add minimum through fares via the routing to be flown.

(a) Via Mexico, D. F.

(b) Via Havana and Cristobal fares are slightly less than via Mexico, D. F. to Colombia, Ecuador, Peru, Chile and Bolivia. Add local fares to Merida, Havana and Cristobal to obtain through fares.

(c) See Air-Sea Fares on page 20.

(e) Via Tacna and Arica. For routing via Arequipa add fares on Arequipa according to route flown. —See Table 3.

(f) Via Cordoba. —See Table 3.

(h) Via Santiago.

(i) Via Cristobal.

(x) No local passage sold.

SAVE 10%—BUY ROUND TRIP TICKETS

U. S. Cy. PASSENGER TARIFF—LATIN AMERICAN SERVICES

FOR SCHEDULES REFER TO CORRESPONDING TABLE NUMBERS, PAGES 3—10

Fares quoted below are One Way Fares. Round trip fares are twice one way less 10% except as published otherwise

INTERIOR OF COLOMBIA

TABLE **10**

	Andagoya	Ayapel	B'quilla	Bca. Bermeja	Bogota	B'manga	Buen'tura	Cali	Cartagena	Cartago	Cuturu	Dos Rios	El Banco	Gamarra	Girardot	Guapi	Honda	Magangue	Medellin	Monteria	P'quero	Pato	Pto. Berrio	Pto. Wilches	Quibdo	S. Marcos	Sta. Marta	Tumaco	Turbo
Andagoya	....	....	$67	....	....	....	$25	....	$59	....	....	....	....	....	....	$35	....	....	....	....	....	....	....	....	$19	....	....	$47	$40
Ayapel	....	....	24	$47	$47	....	....	$60	24	$50	$17	....	$27	$34	$54	....	$46	$20	$30	$20	$46	$17	$50	$40	....	$10	$30	....	....
Barranquilla	$67	$24	....	40	57	$50	80	64	8	57	34	$80	24	34	60	94	57	17	46	24	54	34	50	40	52	23	7	100	30
Bca. Bermeja	....	47	40	....	30	....	....	60	44	54	57	....	24	17	30	....	27	27	34	50	24	57	14	10	....	40	44	....	....
Bogota	....	47	57	30	....	20	....	37	60	34	60	54	50	40	18	....	10	57	20	57	10	60	24	37	....	44	60	....	....
Bucaramanga	....	....	50	....	20	....	....	47	54	40	....	....	....	....	....	....	....	....	24	....	....	....	....	....	....	....	54	....	....
Buenaventura	25	....	80	....	....	....	....	....	74	....	....	....	....	....	....	19	....	....	....	....	....	....	....	....	40	....	....	20	60
Cali	....	60	64	60	37	47	....	....	67	10	67	20	74	67	37	....	34	70	26	60	34	67	50	60	....	50	67	....	....
Cartagena	59	24	8	44	60	54	74	67	....	60	34	83	27	37	64	87	60	20	49	17	57	34	54	44	45	24	14	94	24
Cartago	....	50	57	54	34	40	....	10	60	....	60	30	67	60	34	....	30	64	19	57	30	60	44	57	....	44	60	....	....
Cuturu	....	17	34	57	60	....	....	67	34	60	....	....	40	47	63	....	57	27	44	27	57	7	63	54	....	17	37	....	....
Dos Rios	....	....	80	....	54	....	....	20	83	30	....	....	....	....	....	....	....	....	46	....	....	....	....	....	....	....	83	....	....
El Banco	....	27	24	24	50	....	....	74	27	67	40	....	....	10	47	....	44	10	50	34	40	40	30	20	....	24	27	....	....
Gamarra	....	34	34	17	40	....	....	67	37	60	47	....	10	....	40	....	37	17	44	40	34	47	24	14	....	30	37	....	....
Girardot	....	54	60	30	18	....	....	37	64	34	63	....	47	40	....	....	8	50	24	60	8	63	20	34	....	54	64	....	....
Guapi	35	....	94	....	....	....	19	....	87	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	47	....	....	19	74
Honda	....	46	57	27	10	....	....	34	60	30	57	....	44	37	8	....	....	47	16	50	3	57	17	30	....	40	60	....	....
Magangue	....	20	17	27	57	....	....	70	20	64	27	....	10	17	50	....	47	....	37	24	43	27	34	24	....	14	20	....	....
Medellin	....	30	46	34	20	24	....	26	49	19	44	46	50	44	24	....	16	37	....	37	16	44	27	37	....	27	49	....	....
Monteria	....	20	24	50	57	....	....	60	17	57	27	....	34	40	60	....	50	24	37	....	50	27	57	47	....	14	27	....	....
Palanquero	....	46	54	24	10	....	....	34	57	30	57	....	40	34	8	....	3	43	16	50	....	57	14	27	....	40	57	....	....
Pato	....	17	34	57	60	....	....	67	34	60	7	....	40	47	63	....	57	27	44	27	57	....	63	54	....	17	37	....	....
Pto. Berrio	....	50	50	14	24	....	....	50	54	44	63	....	30	24	20	....	17	34	27	57	14	63	....	17	....	47	54	....	....
Pto. Wilches	....	40	40	10	37	....	....	60	44	57	54	....	20	14	34	....	30	24	37	47	27	54	17	....	....	37	44	....	....
Quibdo	19	....	52	....	....	40	....	....	45	....	....	....	....	....	....	47	....	....	....	....	....	....	....	....	54	24	....	....	....	....
San Marcos	....	10	23	40	44	....	50	24	44	17	....	24	30	54	....	40	14	27	14	40	17	47	37	....	....	....	27	....	....
Sta. Marta	....	30	7	44	60	54	....	67	14	60	37	83	27	37	64	....	60	20	49	27	57	37	54	44	....	27	....	....	....
Tumaco	47	....	100	....	....	....	20	....	94	....	....	....	....	....	....	19	....	....	....	....	....	....	....	....	54	....	....	....	74
Turbo	40	....	30	....	....	....	60	....	24	....	....	....	....	....	....	74	....	....	....	....	....	....	....	....	24	....	....	74	....

The fares not included in this tariff will be obtained by adding fares at junction points. All above fares are via the more direct routes.

Fares between Barranquilla—Cartagena—Santa Marta and Bogota—Giradot—Palanquero, with stopover one day or more in Medellin will be increased by $7.00. Fares between Bucaramanga—Barranquilla—Cartagena and Santa Marta are for routing via Medellin but do not permit stopover in Medellin. Approximately 50% will be added to above fares when tickets are purchased in Colombian currency.

Rail fare Buenaventura—Cali $3.85 Col. Cy. Payment will be made locally to rail carrier only.

PANAMA—MEDELLIN

TABLE **11**

	Cristobal	Panama City (Balboa)	Turbo	Medellin
Cristobal	....	$8	$35	$56
Panama City (Balboa)	$8	....	33	54
Turbo	35	33	....	23
Medellin	56	54	23	....

CHARTER TARIFF

Name of Plane	Type of Plane	Maximum Number Seats	Av. Cruising Speed Mi. per Hr.	Rates Per Hour	Name of Plane	Type of Plane	Maximum Number Seats	Av. Cruising Speed Mi. per Hr.	Rates Per Hour
Sikorsky—S-42	Sea	32	140	$325.00	Douglas	Land	14	160	$150.00†
Sikorsky—S-40	Sea	39	110	325.00	Lockheed-Electra*	Land	7–10	160	100.00*
Sikorsky—S-38, 41	Amphibian	7–10	100	100.00	Fairchilds*	Land	4	100	50.00*
Sikorsky—S-43	Amphibian	14	140	150.00	Fairchilds	Amphibian	8	140	95.00
Commodore	Sea	14–22	100	150.00	Lockheed-Vega*	Land	4	140	50.00*
Ford	Land	10–12	110	100.00					

*Fairchilds and Lockheeds in Alaska, $75.00-$125.00 per hour depending upon type of plane used. †Not applicable between Santiago and Mendoza.
Above rates are also subject to Regulations covering minimum or overnight charges.

SAVE 10%—BUY ROUND TRIP TICKETS

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

U. S. Cy. PASSENGER TARIFF—PACIFIC, ORIENT & ALASKA SERVICES

SAN FRANCISCO—HONOLULU—MANILLA—CHINA

TABLE 12,13

	Amoy, China	Canton, China	Chengtu, China	Chungking, China	Foochow, China	Guam Island	Haichow, China	Hankow, China	Hongkong	Honolulu, H. I.	Ichang, China	Kiukiang, China	Kweiyang, China	Macao, P. C.	Manilla, P. I.	Midway Island	Nanking, China	Peiping, China	SanFrancisco, Cal., U.S.A.	Shanghai, China	Shasi, China	Swatow, China	Tientsin, China	Tsingtao, China	Wake Island	Wanhsien, China	Wenchow, China
Amoy, China	.....	$ 33 59	$168 302	$141 254	$ 14 24	$345 620	$ 62 110	$ 75 135	$ 27 48	$720 1295	$ 96 173	$ 72 129	$168 302	$ 33 59	$107 192	$627 1128	$ 53 95	$ 90 162	$977 1768	$ 45 81	$ 90 162	$ 11 18	$ 84 153	$ 72 129	$541 973	$123 222	$ 30 54
Canton, China	$33 59	.....	189 338	162 290	45 81	326 586	83 146	96 171	8 14	701 1262	117 209	93 166	189 338	16 28	88 158	608 1094	74 131	111 198	958 1724	66 117	111 198	23 41	105 189	93 165	522 939	144 258	57 102
Chengtu, China	168 302	189 338	.....	27 48	158 283	501 901	140 250	99 177	183 329	876 1576	81 146	110 197	54 96	189 338	263 473	783 1409	120 215	162 290	1103 2039	123 221	87 156	174 311	156 278	141 251	697 1254	53 95	143 256
Chungking, China	141 254	162 290	27 48	.....	131 236	474 853	113 202	72 129	156 281	849 1528	54 98	83 149	27 48	162 290	236 425	756 1361	93 167	135 242	1076 1991	96 173	60 108	147 263	129 230	114 203	670 1206	26 47	116 208
Foochow, China	14 24	45 81	158 283	131 235	.....	359 644	52 91	65 116	41 72	734 1319	86 154	62 110	158 283	45 81	175 216	695 1152	43 76	80 143	980 1764	35 62	80 143	24 42	74 134	62 110	555 997	113 203	17 30
Guam Island	345 620	326 586	501 901	474 853	359 644	.....	395 709	408 734	318 572	560 1008	429 772	405 728	501 901	318 572	238 428	377 679	386 694	423 761	768 1382	378 680	423 761	335 602	417 752	405 728	226 407	456 821	371 667
Haichow, China	62 110	83 146	140 250	113 202	52 91	395 709	.....	47 83	77 137	770 1384	68 121	44 77	140 250	83 146	157 281	777 1217	25 43	33 60	997 1847	17 29	62 110	68 119	30 54	12 21	591 1062	95 170	37 64
Hankow, China	75 135	96 171	99 177	72 129	65 116	408 734	47 83	.....	90 162	783 1409	21 38	11 20	99 177	96 171	170 306	690 1242	27 48	69 123	1010 1872	30 54	15 27	81 144	63 111	48 84	604 1087	48 87	50 89
Hongkong	27 48	8 14	183 329	156 281	41 72	318 572	77 137	90 162	.....	693 1247	111 200	87 156	183 329	8 14	80 144	600 1080	68 122	105 189	950 1710	60 108	105 189	17 30	99 180	87 156	514 925	138 249	53 95
Honolulu, H. I.	720 1295	701 1262	876 1576	849 1528	734 1319	560 1008	770 1384	783 1409	693 1247	.....	804 1447	780 1403	876 1576	693 1247	670 1206	196 353	761 1369	798 1436	360 648	753 1355	798 1436	710 1277	792 1427	780 1403	373 671	831 1496	746 1342
Ichang, China	96 173	117 209	81 146	54 98	86 154	429 772	68 121	21 38	111 200	804 1447	.....	32 57	81 146	117 209	191 344	711 1280	48 86	90 161	1031 1910	51 92	8 14	102 182	84 149	69 122	625 1125	30 54	71 127
Kiukiang, China	72 129	93 165	110 197	83 149	62 110	405 728	44 77	11 20	87 156	780 1403	32 57	.....	110 197	93 165	167 300	687 1236	23 41	65 116	1007 1866	27 48	26 47	78 138	59 104	44 77	601 1081	59 107	47 83
Kwelyang, China	168 302	189 338	54 96	27 48	158 283	501 901	140 250	99 177	183 329	876 1576	81 146	110 197	.....	189 338	263 473	783 1409	120 215	162 290	1103 2039	123 221	87 156	174 311	156 278	141 251	697 1254	53 95	143 256
Macao, P. C.	33 59	16 28	189 338	162 290	45 81	318 572	83 146	96 171	8 14	693 1247	117 209	93 165	189 338	.....	80 144	600 1080	74 131	111 198	950 1710	66 117	111 198	23 41	105 189	93 165	514 925	144 258	57 102
Manila, P. I.	107 192	88 158	263 473	236 425	175 216	238 428	157 281	170 306	80 144	670 1206	191 344	167 300	263 473	80 144	.....	557 1003	148 266	185 333	950 1710	140 252	185 333	97 174	179 324	167 300	434 781	218 393	133 239
Midway Island	627 1128	608 1094	783 1409	756 1361	695 1152	377 679	777 1217	690 1242	600 1080	196 353	711 1280	687 1236	783 1409	600 1080	557 1003	.....	668 1202	705 1269	519 934	660 1188	705 1269	617 1110	699 1260	687 1236	178 320	738 1329	653 1175
Nanking, China	53 95	74 131	120 215	93 167	43 76	386 694	25 43	27 48	68 122	761 1369	48 86	23 41	120 215	74 131	148 266	668 1202	.....	42 76	988 1832	8 14	42 75	59 104	36 63	21 36	582 1047	75 135	28 49
Peiping, China	90 162	111 198	162 290	135 242	80 143	423 761	33 60	69 123	105 189	798 1436	90 161	65 116	162 290	111 198	185 333	705 1269	42 75	.....	1025 1899	45 81	84 150	96 171	8 14	24 42	619 1114	117 210	65 116
San Francisco, Cal., U.S.A.	977 1758	958 1724	1103 2039	1076 1991	980 1764	768 1382	997 1847	1010 1872	950 1710	360 648	1031 1910	1007 1866	1103 2039	950 1710	950 1710	519 934	988 1832	1025 1899	.....	980 1764	1025 1899	967 1740	1019 1890	1007 1866	636 1145	1058 1959	980 1764
Shanghai, China	45 81	66 117	123 221	96 173	35 62	378 680	17 29	30 54	60 108	753 1355	51 92	27 48	123 221	66 117	140 252	660 1188	8 14	45 81	980 1764	.....	45 81	51 90	39 72	27 48	574 1033	78 141	20 35
Shasi, China	90 162	111 198	87 156	60 108	80 143	423 761	62 110	15 27	105 189	798 1436	8 14	26 47	87 156	111 198	185 333	705 1269	42 75	84 150	1025 1899	45 81	.....	96 171	78 138	63 111	619 1114	36 65	65 116
Swatow, China	11 18	23 41	174 311	147 263	24 42	335 602	68 119	81 144	17 30	710 1277	102 182	78 138	174 311	23 41	97 174	617 1110	59 104	96 171	967 1740	51 90	96 171	.....	90 162	78 138	531 955	129 231	39 69
Tientsin, China	84 153	105 189	156 278	129 230	74 134	417 752	30 54	63 111	99 180	792 1427	84 149	59 104	156 278	105 189	179 324	699 1260	36 63	8 14	1019 1890	39 72	78 138	90 162	.....	21 36	613 1105	111 198	59 107
Tsingtao, China	72 129	93 165	141 251	114 203	62 110	405 728	12 21	48 84	87 156	780 1403	69 122	44 77	141 251	93 165	167 300	687 1236	21 36	24 42	1007 1866	27 48	63 111	78 138	21 36	.....	601 1081	96 173	47 83
Wake Island	541 973	522 939	697 1254	670 1206	555 997	226 407	591 1062	604 1087	514 925	373 671	625 1125	601 1081	697 1254	514 925	434 781	178 320	582 1047	636 1145	1145 2059	574 1033	619 1114	531 955	613 1105	601 1081	.....	652 1174	567 1020
Wanhsien, China	123 222	144 258	53 95	26 47	113 203	456 821	95 170	48 87	138 249	831 1496	30 54	59 107	53 96	144 258	218 393	738 1329	75 135	117 210	1058 1959	78 141	36 65	129 231	111 198	96 171	652 1174	.....	98 176
Wenchow, China	30 54	57 102	143 256	116 208	17 30	371 667	37 64	50 89	53 96	746 1342	71 127	47 83	143 256	57 102	133 239	653 1175	28 49	65 116	980 1764	20 35	65 116	39 69	59 107	47 83	567 1020	98 176	.....

One Way Fares—Light Face Type; Round Trip Fares—Bold Face Type

Fares Include: Transfers at all stations except San Francisco, meals aloft, berth San Francisco-Honolulu; hotel expenses for one night each at Midway, Wake and Guam for transit, or round trip passage through or to these stations. Hotel room charges (AP) at Midway, Wake and Guam for passengers stopping over longer than one night in transit at any of these stations will be $10.00 per day single and $15.00 per day double, for each day not included in the transportation fare.

TABLE 12 & 13 AIR-SEA TARIFF

UNITED STATES—THE PHILIPPINES—CHINA

Steamship lines may be used advantageously at substantial saving between Pacific Coast ports and Honolulu or vice versa in connection with Pan American services west of Honolulu. The air-sea tariff printed below is based on one way minimum adult steamer fares of $125 between the mainland and Honolulu. Fares for superior steamer accommodations are according to effective steamer tariffs for the accommodations reserved and the necessary supplement should be added to air-sea fares quoted.

Stations	Air-Sea Fare One Way	Air-Sea Fare Round Trip	Comparative All Air Fares from San Francisco One Way	Comparative All Air Fares from San Francisco Round Trip
Pacific Coast Ports—Honolulu	.....	.....	.....	.....
" Midway	$300	$570	$519	$934.00
" Wake	460	855	636	1145.00
" Guam	630	1155	768	1382.00
" Manila	730	1335	950	1710.00
" Hongkong	750	1375	950	1710.00
" Macao	750	1375	950	1710.00
" Canton	755	1385	958	1724.00
" Shanghai	810	1483	980	1764.00

For air-sea fares to other points in China add fares from Hongkong in this table to fares to China destination desired in above table 12 & 13.

TABLE 14 JUNEAU—FAIRBANKS—NOME

	Juneau	Whitehorse	Fairbanks	Livengood	Ruby	Flat	Nome
Juneau	.....	$25	$100	$110	$144	$156	$178
Whitehorse	$25	.....	75	85	119	131	153
Fairbanks	100	75	.....	10	44	56	78
Livengood	110	85	10	.....	54	66	88
Ruby	144	119	44	54	.....	32	54
Flat	156	131	56	66	32	.....	54
Nome	178	153	78	88	54	54	.....

CHARTER SERVICE & TARIFF—ALASKA

Equipment is available at points shown below for charter to all points in Alaska where landings may be safely made, Charges quoted below are subject to regulations governing their application.

Type of Plane	Location	Landing Gear	Maximum Capacity	Rate per Hour
Lockheed-Electra	Fairbanks	Wheels	1800 lbs.	$125.00
Pilgrim	"	"	1600 lbs.	75.00
Fairchild	"	"	800 lbs.	55.00
Fairchild	"	Pontoons	700 lbs.	55.00

SAVE 10% OR MORE—BUY ROUND TRIP TICKETS

TIMETABLE REFERENCES

HOW TO USE TIMETABLE QUICKLY: To facilitate quick reading of timetables one should first consult the map on pages 13–16. When the desired route is decided upon, turn to schedule table according to numbers shown on map for the corresponding route chosen. Fares for the passage will be found in tariff tables numbered identically with the corresponding schedule tables.

MERIDIAN TIMES: E.S.T., Eastern Standard Time. C.S.T., Central Standard Time. 60-M.T. 60th Meridian Time. 45-M.T., 45th Meridian Time. V.L.T., Venezuela Local Time. M.T., Mountain Time. P.T., Pacific Time. H.L.T., Honolulu Local Time. Time zones in Alaska and on Pacific service are in degrees. In all schedules A.M. is indicated by light-faced type and P.M. by bold-faced type.

FLAG STOPS: The symbol "F S" indicates that a flag stop will be made, but only at, the discretion of the Carrier and provided request to stop is received sufficiently in advance to enable arrangements to be made.

CABLE ADDRESSES: "PANAIR"—for all offices except as follows: Use "PANAGRA" on West Coast So. Am.; "SCADTA" in Colombia, "PACALA" in Alaska, and "CHINACO" in China.

PUBLICATION OF TIMETABLES: Public timetables are issued May 1st and December 1st or as near these dates as practicable.

RULES AND REGULATIONS

SCHEDULES & TARIFFS: Schedules and tariffs are subject to change without notice. None of the Carriers guarantee punctuality in maintaining schedules shown in public timetables.

RESERVATIONS: Fare must be paid immediately upon confirmation of the fact that the space to be reserved is available, and unless so paid the reservation will not be held. Ticket flight coupons will not be validated for passage unless reservation of accommodation has been previously effected and proper fare paid.

PASSPORTS & VISES: Passengers must possess valid passports and/or other certificates required by the laws of the countries to be flown from, over or into. These requirements vary in many countries; therefore, passengers are requested, when making reservations, to consult the Carrier's nearest office, travel agent or consulate of countries to be visited. None of the Carriers will be responsible for passengers entering countries without proper credentials.

TAXES: Any ticket taxes imposed by governmental authority are in addition to transportation fare and will be collected wherever effective.

STOPOVERS & LIMITS: Stopover privileges may be arranged for at time reservations are requested. One way tickets will be valid for transportation for 60 days from date of initial departure, and round trip tickets for 4 months from such date, unless under tariff at which ticket is sold other limits are imposed.

ROUND TRIP & CIRCUITOUS ROUTING FARES: When round trip tickets are purchased in advance, 10% discount from twice one way tariff fares will be granted unless round trip fares are published otherwise. Return trip must be made to point of origin, but the discount is also granted on round trip tickets returning to point of origin via another route at the sum of the minimum one way tariff fares on the routes to be traveled. If any portion of the air trip is broken by using other means of transportation or other lines not participating in the reduced fare, the discount does not apply. Airlines in the United States also participate in this reduction on combination round trip circuitous routings between the United States and points served by the airlines whose services are shown herein.

CHILDREN'S FARES: A child in arms under two years of age will be carried free when accompanied by parent or guardian and provided parent or guardian has paid effective fare. A child 2 years of age or over, but under 12, may travel at half of the standard adult tariff fare and may occupy a seat.

BAGGAGE & EXCESS BAGGAGE CHARGES: Baggage in excess of the free allowance permitted by the current regulations of the Carriers will be carried only when the capacity of the aircraft permits, and when excess charges shall have been paid. When the one-way value of passage ticket is $100.00 U. S. Cy. or less, 15 kilos (33 lbs.) of hand baggage will be carried free of charge thereunder; when the one-way value of passage ticket is between $101.00 and $200.00 U. S. Cy. inclusive, 20 kilos (44 lbs.) will be carried free thereunder; or when the one-way value thereof is $201.00 U. S. Cy. or over, 25 kilos (55 lbs.) will be carried free. When tickets are purchased in other currencies, the free baggage allowance will be determined according to the one-way U. S. Cy. tariff fare for the corresponding passage.

One-way tickets only, when purchased in advance, will govern the above allowances according to their value; the value of round-trip tickets will not increase the allowance over the amount permitted on the going portion of a round trip. On circle trips where there is no "going" destination, the "one-way value" of tickets will be one-half the sum of the one-way U. S. Cy. tariff fares on the passage route.

Excess baggage over the above allowances will be charged for at 1% of the standard adult one-way tariff fare per kilo (2.2 lbs.) except between Santiago and Buenos Aires where the rate is less per kilo. On stopover tickets, excess baggage charges will be collected at 1% of the adult tariff fare per kilo (2.2 lbs.) for the passage between stopover points.

Children traveling on half-fare tickets will receive one-half the baggage allowance granted on full fare tickets, but their excess baggage will be charged at the full tariff rate. Children under two years of age will receive no free allowance.

The above free allowances apply only on Pan American Airways System and Associated Carriers whose services are shown herein. However, such free allowances will also be honored by certain air carriers within the United States, provided through passage is purchased in advance; the distance to be flown on such carriers, however, does not increase the corresponding allowance.

Ask any office or agent regarding shipment of trunks.

Example of Articles which Baggage Allowances Will Permit: For the average man a lightweight aeroplane fibre bag will usually accommodate the following personal articles: TOTAL WEIGHT, 15 KILOS OR 33 LBS.—2 suits, 4 shirts, 4 underwear, ties, socks, collars, handkerchiefs, 2 pairs of shoes, toilet articles, miscellaneous. TOTAL WEIGHT, 20 KILOS OR 44 LBS.—3 suits (two light—one heavy), 6 shirts, 6 underwear, collars, ties, socks, handkerchiefs, 2 pairs of shoes, toilet articles, miscellaneous. TOTAL WEIGHT, 25 KILOS OR 55 LBS.—5 suits (four light—one heavy), 8 shirts, 8 underwear, collars, ties, socks, handkerchiefs, 3 pairs of shoes, toilet articles, miscellaneous.

PACKING BAGGAGE: On trips where overnight scheduled stops are to be made, baggage should be packed so that it will be necessary to remove only one bag from plane at overnight stop. Such baggage should be tagged with a yellow tag. Other baggage not needed at overnight stops will be stowed in the "hold" and should be tagged with blue tag. Yellow and blue tags for this purpose will be supplied to passengers with their tickets and it is requested that baggage be properly marked in order to avoid any delay or inconvenience.

BAGGAGE VALUATION: None of the Carriers shall be liable for loss of, damage to, or delay in transportation or delivery of baggage not occasioned by its or their negligence. *The liability of the Carriers for baggage shall in no event exceed the agreed value of*

CARRIER SYMBOLS

for Pan American Airways System & Associated Carriers

Symbols in Timetables Herein Show Carrier Operating Each Service

Name of Carrier	Symbol	Table Nos.
Aerovias Peruanas, S. A.	(AVP)	3, 3B
China National Aviation Corp.	(CNAC)	13
Cia. Mexicana de Aviación, S. A.	(CMA)	4, 8, 9
Cia. Nacional Cubana de Avigción	(CNCA)	5
Pacific Alaska Airways, Inc.	(PAAK)	14
Pan American Airways Co.	(PAAP)	12
Pan American Airways Co.	(PAAA)	0
Pan American Airways, Inc., E. Div.	(PAAE)	1, 2, 3, 4, 6, 7
Pan American Airways, Inc., W. Div.	(PAAW)	8
Pan American-Grace Airways, Inc.	(PANAGRA)	3, 3C
Panair do Brasil, S. A.	(PAB)	2, 2A, 2B
Panama Airways, Inc.	(PAI)	8
Sociedad Colombo-Alemana de Transportes Aereos	(SCADTA)	10
Uraba, Medellin & Central Airways, Inc.	(UMCA)	11

RULES AND REGULATIONS

$100 *U. S. Cy. (upon which valuation the fare paid is in part based), unless a higher valuation shall be agreed upon by separate written contract, and additional charges paid on the basis thereof, and in that event shall not exceed such higher valuation.* None of the Carriers shall be liable in any amount for articles which do not constitute baggage as such term is defined by law.

PROHIBITED FROM CARRIAGE: Transportation of the following will not be permitted: (a) Things or persons the carriage of which is contrary to the laws of any state or country to be flown from, to or over; (b) Things or persons which are liable to endanger aircraft, passengers or cargo, or which may cause annoyance to other passengers, or which may not be suitable for transportation by aircraft; (c) Livestock, except by special arrangement.

CLAIMS: No claim will be considered unless made in writing to an office of the Carrier on whose lines the claim arises and within ten days after loss or damage occurs.

HOTELS: Hotel expenses are not included in passenger fares. Hotel reservations will be made in advance, when requested, by the Carrier's representatives, communication expenses for such reservations being chargeable to passengers. All Carriers herein will endeavor to see that passengers, at overnight in transit stops, obtain the finest hotel accommodations available at prevailing rates.

EMBARKATION NOTICE: Passengers must arrive at the airport sufficiently in advance of the scheduled departure of the airplane to permit the completion of governmental and other formalities and the checking of baggage. Departures will not be delayed for passengers who arrive at airports too late to enable these formalities to be completed before scheduled departure time.

MEALS: Meals served aloft are included in fares on Latin American services.

TAXI SERVICE AT AIRPORTS: Wherever it is necessary to transport passengers to and from airports, public automobiles are available, the charge for which to points designated by the Carrier in city centers is included in the air transportation fare on Latin American services, except at terminals in the United States and at Havana and Nassau. No portion of fare is refundable in the event that taxi service provided is not used. At a number of cities, airports are beyond city limits. In such cases the airport name or locality is shown in the schedules in parentheses after the name of the city. For convenience, tickets will show the city as destination, but the air portion of passage applies only to the corresponding airport even though it may not be within city limits and even though taxi service to city centers is furnished without extra charge.

CANCELLATIONS & REFUNDS: The passenger may obtain refund of unused fare for cancelled passage, less all expense occasioned in effecting reservation and cancellation thereof. (*Passage* being defined as follows: (a) Continuous passage from origin to destination. (b) continuous passage from origin to any stopover point. (c) continuous passage from any such stopover point to the next intended stopover point, or (d) continuous passage from any such stopover point to destination), *provided that:*

1. The unlifted Flight Coupon or Coupons for such cancelled passage together with the Identification Coupon are surrendered to one of the Carriers at the time passage is cancelled.
2. If passage cancelled is of *not* more than one day's flight from origin of such cancelled passage, notice of cancellation is given to the proper representative of one of the Carriers on the route not later than 24 hours immediately prior to the scheduled commencement of such passage.
3. If passage cancelled is of more than one day's flight from point of origin of such cancelled passage, notice of cancellation is given to the proper representative of one of the Carriers on the route not later than 48 hours immediately prior to the scheduled commencement of such passage.

If such cancellation is received within the 24 hour or 48 hour period, as the case may be according to passage being cancelled, a deduction from refund will be made at an amount equal to ten percent (10%) of the unused fare for such passage.

If cancellation notice is received, or if the passenger arrives at the airport after commencement of passage reserved, a deduction from refund will be made at an amount equal to twenty-five percent (25%) of such unused fare.

Refunds will be made only by authorized accounting offices of the Carriers from which tickets have been purchased, except that ticket agents are authorized to redeem entirely unused tickets if cancellation is received prior to the above mentioned time limits before departure and provided redemption is requested from the office which has issued the tickets. Refunds will be based upon the difference between the published tariff fare for the passage completed and the fare paid.

TICKETS: Tickets and flight coupons are not transferable and shall be valid only for the person named as passenger in the Identification Coupon, and for the period of time therein specified, and for the flight or flights for which the reservation or reservations have been made.

PASSENGER'S COMPLIANCE WITH LAWS & REGULATIONS: Passengers shall comply with all laws of the countries to be flown from, over or into, and with the rules, regulations and instructions of the Carriers, and shall indemnify the Carriers for failure to do so.

LIABILITY: None of the Carriers shall be liable for any act, default, negligence, failure or omission of any of the other Carriers, or for any injury, loss, damage or delay not occurring on its own line.

Transportation shall be subject to the rules relating to liability established by the Convention of Warsaw of October 12, 1929, if such Convention, by its terms, is applicable thereto. The Carriers reserve the right to alter intermediate stopping places in case of necessity, but no such alteration shall have the effect of depriving transportation of such international character as it would have irrespective of such alteration.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

Summary of IMMIGRATION REQUIREMENTS

The immigration requirements of the countries contained herein are intended only as a summary or outline for intending Pan American Airways' passengers. They are not to be regarded as complete as there are restrictions covering certain classes and races not included herein, nor will Pan American Airways be responsible for their accuracy. Passengers are warned to consult the proper consular officials or company offices for latest and more detailed information before commencing their trips.

Fees or taxes quoted herein are in U. S. Cy. unless otherwise specified. There are certain fees charged by Consulates for viséing passports and other documents and for issuing tourist or identification cards which are not quoted herein. Passengers should be prepared to pay these charges when requested. All government ticket or head taxes will be collected in the country which levies the tax unless otherwise stated.

Passports must always contain a photograph of the bearer and all extra photographs required must be of passport size.

Since in most cases, Health, Vaccination and Police Certificates must be viséed by Consuls at the same time passports are viséed, it is advisable to obtain such documents first. Health Certificates must show that holder's state of health is good and that he is free from contagious disease. Certain countries require that Health Certificates state the absence of specific diseases as stated herein. Most countries require that Health and Vaccination Certificates be certified by the Board of Health of traveler's residence, therefore, such certification is always advisable. Vaccination Certificates refer to smallpox vaccination. Police Certificates or certificates of good conduct always must be issued by authorities of traveler's residence. Where these documents are required to enter several countries, one of each will suffice for all countries but will be viséed by each country to be entered. Passengers entering any continental South American country should generally have: passport, visés for each country of stopover or destination, health, vaccination and police certificates.

It is always advisable to carry some proof of financial responsibility. Certain countries require such evidence to be exhibited at port of entry. There are in some cases documents to be obtained at port of entry giving permission to remain in a country or for identification purposes upon departure. Minor and unmarried women travelling alone must sometimes obtain permission to enter certain countries.

The term "transit passenger" as used herein refers to one who departs, after a short scheduled stop, on the same plane in which he arrives, or on the next scheduled departure after an overnight stop, provided always that the passenger holds tickets to a destination beyond the country in which the transit stop is made.

PLANT QUARANTINE RESTRICTIONS

Do not take plants, fruits or vegetables to the United States without a federal permit. Because of the possibility of introducing plant pests, certain plants, fruits and vegetables of foreign origin are prohibited entry into the United States. Others are admitted under permit only which should be secured in advance from the U. S. Department of Agriculture.

Fruits and vegetables should not be taken from Puerto Rico or Hawaii to the mainland unless a federal certificate of inspection has been secured at San Juan or Honolulu and accompanies the material.

Plants and plant products entered in violation of plant quarantine regulations are subject to seizure.

Other countries have similar restrictions, as to which our offices will supply full information.

ALASKA (U. S. Territory)
All requirements of United States will govern (see United States).

ANTIGUA
1. Identification showing proof of citizenship.
2. Vaccination certificate.
3. Transit passengers require no documents.
4. Cameras—No restrictions.
5. **Taxes**—None on air tickets.

ARGENTINA
1. Passport viséed by Argentina Consul.
2. Health Certificate, stating passenger is not afflicted with infectious or contagious disease or mental defects.
3. Police Certificate, with photograph and thumb prints of holder and stating that bearer has not been convicted of crime during past five years.
4. Proof of satisfactory financial resources.
5. Passengers in transit through Buenos Aires require above documents.
6. Cameras—Must be sealed and not used during flight, without proper authorization.
7. **Taxes**—None on air tickets.

BAHAMAS
1. Passports not required of tourists, but convenient as proof of citizenship and identification.
2. Cameras—No restrictions.
3. **Taxes**—50c. Embarkation and 50c. Debarkation Tax.

BERMUDA
1. No passports or visés required for entry. Stay limited to 8 mos. except Bermuda-born subjects and permanent residents.
2. **Taxes:** 12 sh. 6 p. collected from all persons on departure from Bermuda.

IMMIGRATION REQUIREMENTS

BOLIVIA
1. Passport viséed by Bolivian Consul. All except tourists also require birth certificate.
2. Health and Vaccination Certificates viséed by consul.
3. Police Certificate.
4. Four extra photographs.
5. Certificate authorizing entry by Bolivian Ministry of Government, except that persons from the United States or Europe may enter for 30 days without such certificate.
6. Cameras—Taking photos in air or on ground prohibited.
7. **Taxes**—None on air tickets.

BRAZIL
1. Passport viséed by Brazilian Consul. Transit passengers holding tickets to destination beyond Brazil require no visé.
2. Three additional photographs.
3. Vaccination Certificate.
4. Health Certificate.
5. Police Certificate, with attached photograph, bearing thumb prints.
6. Cameras—Must be kept in baggage or in care of pilot and not used during flight.
7. **Taxes—Pension Tax**—2% of value of tickets purchased in Brazil.

BRITISH GUIANA
1. Identification showing proof of citizenship.
2. Vaccination Certificate.
3. Transit passengers require no documents.
4. Deposit of $240 (Demerara Cy.) by certain aliens. Seldom required of air passengers.
5. Cameras—No restrictions.
6. **Taxes**—None on air tickets.

BRITISH HONDURAS
1. Passport viséed by British Consul.
2. Vaccination Certificate.
3. Transit passengers require no documents.
4. Passengers must possess not less than $50.00.
5. Cameras—No restrictions.
6. **Taxes**—None on air tickets.

CANAL ZONE (See Panama)

CHILE
1. Passport viséed by Chilean Consul.
2. **Visé also required of transit passengers.**
3. Tourists may obtain Tourist visés good for three months without medical certificates or other legal certificates.
4. Health and Vaccination Certificate not over 1 year old.
5. Certificate of good conduct issued by police of traveler's residence or banker, employer or commercial connection known to Consulate.
6. Three extra photographs.
7. Cameras—Will be sealed while flying over Chile.
8. **Taxes—(a) Ticket Tax—tickets purchased outside Chile:** 2% of value of passage within Chile. Transit passengers through Chile exempt. **Tickets purchased in Chile:** one-way tickets—2% of value regardless of origin or destination; round trip tickets—2% on value within Chilean borders and 1% on the portion beyond Chilean borders. (b) **Sales Tax**—2½% on all tickets purchased or issued in Chile.

CHINA
1. Passport viséed by Chinese Consul. Visé good for one entry.
2. Transit passengers require transit visés.
3. Cameras—Must be sealed during flight.
4. **Taxes**—None on air tickets.

COLOMBIA

Non-Tourists:
1. Passport viséed by Colombian Consul.
2. Transit passengers need no documents.
3. Health Certificate less than one month old.
4. Vaccination Certificate less than 1 yr. old.
5. Two letters of introduction to Colombian Consul setting forth purpose of traveler's entry and financial responsibility.
6. Police Certificate covering continuous period of 10 years, issued within 30 days prior to application for visé.
7. Three extra photographs.

Tourists: Those holding return tickets to leave Colombia need no documents. Others remaining less than 60 days may obtain Tourist Card from Colombian Consul on presentation of: (a) Passport, (b) Police Certificate, (c) Health Certificate.

Cameras—Must be sealed before entry. All unsealed cameras will be confiscated.

Taxes—Deposit of 100 pesos at port of entry for all foreigners (tourists excepted).
a. 5% (In National Tax Stamps) on one-way tickets from Colombia issued in Colombia. Round trip or stopover tickets purchased outside Colombia are exempt, but exchange orders purchased abroad for passage from Colombia are taxable.
b. Exchange taxes—paid on full value of all tickets purchased in Colombia for passage to foreign ports; 10% Special Exchange Tax.

COSTA RICA
1. **Transients** (Commercial travelers):
   a. Passport viséed by Costa Rican Consul. Passport will not be viséed unless person is in possession of "Permit to Enter."
   b. Vaccination Certificate not over 2 yrs. old.
   c. Health Certificate stating person not afflicted with yellow fever, bubonic plague, tuberculosis, leprosy, or any other contagious disease.
   d. Police Certificate or Certificate of Good Conduct from employer.
2. **Tourists:** Visitors entering country not longer than 30 days and for the purpose of recreation only.
   a. Passport viséed by Consul. Visé not given unless tickets are held to leave country.
   b. Vaccination Certificate, same as 1 b. above.
   c. Health Certificate, same as 1 c. above.
   d. Police Certificate, same as 1 d. above.
3. **Transit Passengers:** Arriving and departing via same or different carriers will be considered as tourists so long as they transact no business while in the country. Transit passengers need no documents unless stopping over later than next departure.
4. All passengers must be in possession of a ticket to leave the country.
5. Cameras—No restrictions.
6. **Taxes**—None on air tickets.

CUBA
1. No passport or visé is required either of tourists, temporary visitors, transit passengers, or permanent residents.
2. All persons entering Cuba must be in possession of documents allowing entry into country from which they came or to another country; bona fide tourists excepted.
3. Immigration cards will be presented by carrier before entry.
4. Cameras—No restrictions.
5. **Taxes**—

I Passengers **purchasing tickets in Cuba** for **passage originating in Cuba** pay:
   a. $3.00 Embarkation Tax (only for Cuban residents and persons who remain 180 days or longer).
   b. 5% Stamp Tax on going portion of ticket to first foreign port.
   c. 1½% Sales Tax on value of ticket.
   d. $1.00 Head Tax if round trip passage purchased for return to Cuba —see note below.

II. Passengers **purchasing tickets outside Cuba** for **passage originating in Cuba** pay:
   a. $3.00 Embarkation Tax—see I. a. above.
   b. 5% Stamp Tax on going portion of ticket to first foreign port.
   c. $1.00 Head Tax if round trip passage purchased for return to Cuba —see note below.

III. Passengers **purchasing tickets in Cuba** for **passage originating outside Cuba** pay:
   a. $1.00 Head Tax if destination is Cuba—see note below.
   b. $3.00 Embarkation Tax on departure from Cuba if round trip passage is purchased to Cuba and return to a foreign port—see I. a. above.

IV. Passengers **purchasing tickets outside Cuba** for **passage to Cuba** pay:
   a. $1.00 Head Tax—see note below.
   b. $3.00 Embarkation Tax on departure from Cuba if round trip passage is purchased to Cuba and return to a foreign port—see I. a. above.

NOTE: $1.00 Head Tax does not apply to Cubans, Americans or Cuban residents of more than one year or to transit passengers unless changing planes.

IMMIGRATION REQUIREMENTS

CURACAO
1. Passport without visé.
2. Vaccination Certificate not over six years old.
3. Certificate of Good Conduct, not over one year old, except residents and those transshipping on the next scheduled departure. In lieu of this certificate persons entering for business purposes may secure Permit to Remain for two weeks.
4. Immigration Deposit—refunded on departure.
5. Transit passengers holding tickets to leave country obtain Certificate of Stay on arrival.
6. Cameras—No restrictions.
7. **Taxes**—None on air tickets.

DOMINICAN REPUBLIC
1. Passports viséed by Dominican Consul required except of U. S. Citizens.
2. First class passengers temporarily entering the Republic must obtain entry permit on arrival ($6.00) or a permit to remain ($6.00). Tourists and transients entering for less than 30 days, and certain other classes, are exempt. Departure permits also required. Tax $2.00.
3. Cameras—No restrictions.
4. **Taxes**—5% tax on going portion of tickets purchased and issued in Republic.

ECUADOR
1. Passport viséed by Ecuadorean Consul.
2. Health Certificate.
3. Vaccination Certificate less than 2 yrs. old.
4. Police Certificate.
5. Transit passengers require passport only.
6. Cameras—Must be sealed during flight.
7. **Taxes**—None on air tickets.

FRENCH GUIANA
1. Passport viséed by French Consul or Diplomat.
2. Transit passengers require no documents.
3. Cameras—No restriction.
4. **Taxes**—None on air tickets.

GUADELOUPE AND MARTINIQUE
1. Passport; certain nationals require visé by French Consul. French citizens must have either passport or proof of citizenship and possess 1,700 francs. Exceptions to possession of money: French tourists and those holding Government commissions.
2. All passengers must report to Gendarme Nacionale upon arrival.
3. All passengers must possess ticket to leave country or deposit equivalent with transportation company upon entry.
4. All passengers must obtain departure permit from Gendarme Nacionale.
5. Cameras—No restrictions, except developed movie film subject to censorship.
6. **Taxes**—None on air tickets.

GUAM (U. S. Territory)
Permission must be obtained from Governor if desired to remain in Guam.
Taxes—None on air tickets nor is U. S. Head Tax collected.

GUATEMALA
1. **Tourists**—Tourist cards secured at Guatemalan Consulate. Three photographs required. Tourist cards will be issued by PAA offices to U. S. Citizens.
2. **Transients**—Passport viséed by Guatemalan Consulate or that of friendly nation. Four extra photographs required.
3. Vaccination Certificate.
4. Transit passengers require no documents.
5. Cameras—Must be sealed before entry.
6. **Taxes**—None on air tickets.

HAITI
1. Citizens of the U. S. A. require no passports if remaining less than 30 days.
2. Germans or Hollanders require passports without visé. All other nationalities require passports viséed by Haitian Consul or that of friendly nation.
3. Transit passengers require no visé.
4. Departure permits required of all persons leaving Haiti except bona fide tourists remaining less than 7 days, business men remaining one day or less and transient passengers.
5. Cameras—No restrictions.
6. **Taxes**—(a) $2.00 (U. S. Cy.) Landing Tax, except for transit passengers and tourists, (b) $2.00 (U. S. Cy.) Embarkation Tax, except for transit passengers and tourists.

HAWAIIAN ISLS. (U. S. Territory)
Requirements for United States will govern. (See United States.)

HONDURAS
1. Passport viséed by Honduran Consul or that of friendly nation. Tourists and transit passengers exempt.
2. Vaccination Certificate not over two years old.
3. Proof of financial responsibility or intention to enter country temporarily only.
4. Cameras—Must be sealed during flight.
5. **Taxes**—None on air tickets.

HONGKONG (British)
1. Temporary Visitors: Passport but no visé except for citizens of certain countries. 2 photographs.
2. Transits: Passports but no visés if remaining less than 72 hours.
3. All persons must report to Police Dept. within 72 hours after arrival. Visé may be obtained there when required.
4. **Taxes:** None on air tickets.

JAMAICA
1. Passport viséed by British Consul required of non-tourists regardless of length of stay. Visé not required of U. S., British citizens or of certain other countries.
2. Bona fide tourists, commercial travelers, and transit passengers do not require passports or visés, but must show tickets to leave Jamaica, via same line on which they enter. Tourists may remain 6 mos., transits only until next scheduled departure by the line on which they hold tickets to leave.
3. Persons from Cuba, Haiti, Dom. Republic and Central and South American countries must show recent vaccination marks or submit to vaccination on arrival. Canal Zone Form A Vacc. Cert. honored.
4. Cameras—No restrictions.
5. **Taxes**—Landing tax, 4 sh. ($1.00 U. S. Cy.) if remaining less than 72 hours; 10 sh. ($2.50 U. S. Cy.) if remaining longer.

MARTINIQUE (see Guadeloupe)

MEXICO
1. **Tourist Cards, Visés, Permits, etc.**
   a. **Tourists:** Persons entering Mexico solely for pleasure, who do not engage in business must obtain a Tourist Card. Those entering through Brownsville, Los Angeles or Merida may procure Cards at airport, elsewhere passengers obtain Cards from Mexican Consuls at place of residence.
   b. **Business or Commercial Travelers:** Those who enter Mexico for business reasons must previously obtain permission direct from Sec. of Gobernacion and be in possession of Immigration Form 5, obtained from Mexican Consulate, and eight photographs. (4 front and 4 profile views.)
   c. **Transit Passengers:** Passengers in transit holding tickets to leave Mexico in 30 days require no documents or photographs and will be issued a Transit Card upon arrival at airport of entry.
2. Vaccination Certificates required of all except Tourists and Transit Passengers.
3. Cameras—Must be kept in closed baggage during flight except by special permit.
4. **Taxes**—(a) Tourists: In certain cases a deposit of $250.00 Mex. Cy. for Americans, Cubans, Canadians or Central American, or $500.00 Mex. Cy. for other nationals, may be demanded as guarantee that person will leave the country. Tourists who, at time of entry, hold tickets to leave Mexico are not taxed unless authorities have reason to believe they will not leave the country. (b) Commercial travelers, artists, lecturers, immigrants, etc., pay immigration tax of $22.00 Mex. Cy. at port of entry. (c) Fee for Tourist Cards. Transit Permit and Form 5—approximately $1.00 U. S. Cy. (d) Insurance premium tax of 3% of peso value of ticket will be collected at airport of entry in Mexican Cy. or equivalent for portion of passage within Mexico. (e) Absentees Tax of 4% of value of tickets purchased in Mexico to foreign countries, if paid for in Mexican currency. Also applicable on currency carried out of Mexico, except travelers checks and bank drafts. (f) Tax of 5.5% of value of domestic portion of international tickets sold or issued in Mexico for passage on a foreign owned carrier.

IMMIGRATION REQUIREMENTS

NETHERLANDS GUIANA
1. Passport or other documents as proof of citizenship.
2. Transit passengers require no documents.
3. Proof of financial status or ability to support oneself.
4. Cameras—No restrictions.
5. Deposit of 100 Florins required of Americans and Europeans which is refunded upon departure. Transit passengers and round trip passengers exempt.
6. **Taxes**—Stamp Tax Fl. .375 (25¢ U. S. Cy.) on all tickets purchased in Netherlands Guiana.

NICARAGUA
1. Passport viséed by Nicaraguan Consul.
2. Vaccination Certificate not more than three years old.
3. Transit passengers require no documents.
4. Persons must possess not less than $100.00.
5. Cameras—No restrictions.
6. **Taxes**—Tickets sold or issued in Nicaragua subject to 2¢ (U. S. Cy.) Tax on each $10.00 of value.

PANAMA (including CANAL ZONE)
Persons entering at Cristobal or Balboa, C. Z., are subject to Immigration Laws of Panama.
1. Passport viséed by Panamanian Consul.
   a. Citizens of United States, Germany, Holland, or Colombia, exempt from visé fees, but must have visé—see c. below.
   b. Transit passengers departing via next schedule and holding tickets to leave Panama need no visé, but must have passport.
   c. **U. S. Citizens** entering at **Cristobal** or **Balboa** for a short stay need no passport or visé if in possession of proof of citizenship, and tickets to leave the country.
2. Vaccination Certificate not more than five years old.
3. Health Certificate of recent date.
4. Cameras—Will be sealed before arrival or departure and may not be used during flight.
5. **Taxes**—None on air tickets.

PARAGUAY
1. Passport with attached photograph viséed by Paraguayan Consul.
2. Health Certificate.
3. Vaccination Certificate.
4. Police Certificate.
5. Nationals of all South American countries are exempt from providing a passport. They need only certificate from police authorities of their residence.
6. Cameras—No restrictions.
7. **Taxes**—None on air tickets.

PERU
1. Passport viséed by Peruvian Consul. Tourists from the U. S. A. may enter without visés if they hold tickets to leave on the next plane destined out of the country.
2. Vaccination and Health Certificate not more than a year old.
3. Transit passengers require no documents.
4. Cameras—Taking photographs from the air prohibited.
5. **Taxes**—2% of value of tickets purchased in Peru for domestic travel or 4% if to foreign ports plus $/1 per ticket.

PHILIPPINE ISLS.
Requirements for United States will govern. U. S. citizens require no documents but advisable to carry passports or other identification of citizenship. Plants and fruits of certain types prohibited entry.

PUERTO RICO (U. S. Territory)
All requirements for the United States will govern. (See United States.)

ST. LUCIA
1. Identification showing proof of citizenship.
2. Vaccination Certificate.
3. Transit passengers require no documents.
4. Cameras—No restrictions.
5. **Taxes**—None on air tickets.

(EL) SALVADOR
1. **Tourists:** Passport; Health or Vaccination Certificate less than 2 years old.
2. **Non-Tourists:** Passport, Identification Card from Salvadorean Consul, Health or Vaccination Certificate less than 2 years old, 2 photographs, and letter from traveler's firm.
3. **Transits:** Passport and Vaccination Certificate required if stopping over less than 2 weeks, and if tickets are held to leave Salvador.
4. Cameras—Must be sealed before entry.
5. **Taxes**—None on air tickets.

TRINIDAD
1. Passport, except those remaining less than 6 weeks and holding tickets to leave Trinidad via same carrier on which they enter.
2. Vaccination Certificate.
3. Transit passengers require no documents.
4. Cameras—Must be sealed during flight.
5. **Taxes**—None on air tickets.

UNITED STATES
It is advisable for all aliens contemplating leaving the United States to consult the nearest Immigration Bureau for detailed data of the requisites to be fulfilled upon returning to the United States. Before departure aliens should also procure sailing permits from the nearest customs office and also Reentry Permits from the Immigration Bureau if required according to the outward destination and length of time outside of the United States. All citizens of the U. S. A. should have passports or other means of identification as to citizenship before leaving the U. S. A. Requirements for the United States also apply to U. S. Possessions and Territories.
1. Passport, properly viséed is an indispensable requisite for all aliens entering the U. S. A.
2. Aliens subject to Head Tax of $8.00, which will be refunded in certain cases when leaving country.
3. Vaccination and Health Certificates.
4. Resident aliens must have proof of residence and Re-entry Permits should be obtained in advance whenever required before leaving the United States.
5. Cameras—All unexposed film and motion picture cameras must be declared on a special form on departure from the United States and all exposed film declared upon entry.
6. **Taxes**—None on air tickets except Alien Head Tax as above.

URUGUAY
1. "Travel Certificate" viséed by Uruguayan Consul in lieu of passport.
2. Health Certificate.
3. Vaccination Certificate.
4. Police Certificate.
5. Passengers departing from Montevideo will not be permitted to carry amounts in excess of $200 (Urug.) or its equivalent in foreign currency. All money in excess of this amount will be confiscated by authorities.
6. Cameras—One camera only, for personal use may be carried into the country.
7. **Taxes**—None on air tickets.

VENEZUELA
1. Passport viséed by Venezuelan Consul. **Transit passengers must** have passports viséed unless no stopover is made.
2. Vaccination Certificate.
3. Police Certificate.
4. Proof of satisfactory financial resources.
5. Certificate of Identity—Transit passengers holding tickets to depart in less than 48 hours via the same or a different carrier exempt.
6. Three front and three profile view photographs—Transit passengers or those holding tickets to depart in less than 48 hours via the same or a different carrier exempt.
7. Deposit of Bs. 1000 (approximately $260.00 U. S. Cy.). Transit passengers or those holding tickets to depart in less than 48 hours via the same or a different carrier exempt. Deposit will be collected by carrier before arrival in Venezuela. Deposit made by temporary visitors will be refunded on departure under certain conditions.
8. Cameras—Will be sealed before entry.
9. **Taxes**—(a) Stamp Tax of Bs. 2 (approx. 60¢ U. S. Cy.) collected on all tickets purchased in Venezuela, (b) Customs Fees—passengers entering pay: (1) Bs. 10 for passport visé, (2) Bs. 2 for each piece of baggage, (3) Bs. 2 fiscal stamps. Passengers leaving pay (1) Bs. 2 stamps on passport visé, (2) Bs. 2 per piece of baggage, and (3) Bs. 2 for Permit to Embark.

VIRGIN ISLANDS (U. S. Territory)
All requirements for the United States will govern. (See United States.)
Taxes: Tickets purchased in St. Thomas to points not in Virgin Islands subjected to tax of $1.00.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

INDEX TO AIRPORTS, TRAFFIC OFFICES AND AGENTS

PAN AMERICAN AIRWAYS SYSTEM & Associated Carriers

EXECUTIVE OFFICES 135 E. 42nd ST., NEW YORK

International Air Ticket Office, 135 E. 42nd St., New York
(See below for other offices in the United States)

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Kingston	Next Day	5 Hours
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Barranquilla	Next Day	9½ Hours
Bogota	2nd Day	1½ Days
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Lima	3rd Day	2 Days
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La Paz	4th Day	3 Days
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San Jose	2nd Day	2nd Day
Panama	2nd Day	2nd Day
Merida	2nd Day	2nd Day
Bogota	3rd Day	3rd Day
Guayaquil	3rd Day	3rd Day
Lima	3rd Day	3rd Day
La Paz	4th Day	4th Day
Santiago	4th Day	4th Day
Buenos Aires	5th Day	5th Day
Montevideo	5th Day	5th Day

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San Salvador	3rd Day	3rd Day
Tegucigalpa	3rd Day	3rd Day
Managua	3rd Day	3rd Day
San Jose	3rd Day	3rd Day
Panama	3rd Day	3rd Day
Havana	3rd Day	3rd Day
Bogota	4th Day	4th Day
Guayaquil	4th Day	4th Day
Lima	4th Day	4th Day
La Paz	4th Day	4th Day
Santiago	5th Day	5th Day
Buenos Aires	6th Day	6th Day
Montevideo	6th Day	6th Day

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Nashville, Chattanooga & St. Louis R.R. (N. C. & St. L.)
New York, New Haven & Hartford R.R. (N.Y., N. H. & H.)
Pennsylvania R.R. (P. R. R.)
Richmond, Fredericksburg & Potomac R.R. (R. F. & P.)
Santa Fe Ry. (S. F.)
Southern Pacific Lines (S. P.)
Southern Ry. System (So. Ry.)
Union Pacific System (U. P.)

One-Way Fares To and From Cities in United States

(Subject to Change Without Notice)

AIR LINE FARES

TO OR FROM NEW YORK (Newark)	TO OR FROM MIAMI		TO OR FROM BROWNSVILLE	
Baltimore	$ 9.85			
Boston	13.90			
Chicago	44.95			
Cleveland	26.70	Boston	$85.65	Boston	$124.50
Buffalo	21.95	New York	71.75	New York	110.80
Detroit	34.60	Philadelphia	67.40	Philadelphia	106.30
Los Angeles	148.95	Baltimore	61.90	Philadelphia	96.10
New Orleans	73.85	Washington	59.55	Washington	98.45
Pittsburgh	21.00	Chicago	76.15	Chicago	79.95
Philadelphia	4.35	Cleveland	78.65	St. Louis	68.00
St. Louis	53.50	Pittsburgh	72.95	Dallas	28.00
San Francisco	149.95	Atlanta	37.25	San Antonio	14.00
Seattle	144.95	Jacksonville	20.25	Kansas City	59.00
Washington	12.20	New Orleans	62.95	New Orleans*	28.05

TO OR FROM LOS ANGELES	
Seattle	$62.93
Portland	54.11
San Francisco	18.95

TO OR FROM SAN FRANCISCO	
Seattle	$43.98
Portland	35.16
Los Angeles	18.95
Chicago	105.00
Washington	139.75
New York	149.95
Boston	159.20

TO OR FROM N. Y.	
Boston	$6.90
Philadelphia	2.70
Baltimore	5.60
Washington	6.80
Buffalo	13.10
Chicago	27.25
Cleveland	17.15
Pittsburgh	13.20
Detroit	21.50
St. Louis	31.75
New Orleans	40.30
Los Angeles	90.36
Seattle	89.59
San Francisco	90.36

RAILROAD FARES (Do Not Include Pullman)

TO OR FROM MIAMI	
Boston	$48.32
New York	41.44
Philadelphia	38.47
Baltimore	35.85
Washington	34.65
Chicago	43.45
Cleveland	43.20
Pittsburgh	38.74
Atlanta	21.17
Jacksonville	10.98
New Orleans	29.35

TO OR FROM BROWNSVILLE	
Boston	$67.35
New York	61.40
Philadelphia	58.70
Washington	55.80
Chicago	44.32
St. Louis	35.65
Dallas	17.20
Houston	11.15
Kansas City	31.71
New Orleans	22.50
San Antonio	8.52

TO OR FROM LOS ANGELES	
Seattle	$39.54
Portland	34.06
San Francisco	14.20

TO OR FROM SAN FRANCISCO	
Seattle	$27.94
Portland	22.40
Los Angeles	14.20
Chicago	66.53
Washington	85.89
New York	90.36
Boston	95.08

*Rail Houston-Brownsville

ONE-WAY PULLMAN FARES IN U. S. A.

Between	New York & Boston	Philadelphia	Baltimore	Washington	Buffalo	Chicago	Cleveland	Pittsburgh	Detroit	St. Louis	New Orleans	Los Angeles	Seattle	San Francisco
Upper Berth	$2.00	$1.60	$2.00	$2.00	$ 2.00	$4.80	$ 3.00	$ 2.40	$ 3.40	$ 5.80	$ 7.80	$17.40	$17.40	$17.40
Lower Berth	2.50	2.00	2.50	2.50	2.50	6.00	3.75	3.00	4.25	7.25	9.75	21.75	21.75	21.75
Section (Single Occupancy)	3.50	2.80	3.50	3.50	3.50	8.40	5.25	4.20	5.95	10.15	13.65	30.45	30.45	30.45
Bedroom (Single)														
Bedroom (Double)														
Compartment*	7.00	6.00	7.00	7.00	7.00	17.00	10.50	8.50	12.00	20.50	27.50	61.00	61.00	61.00
Drawing-Room*	9.00	7.00	9.00	9.00	9.00	21.00	14.00	11.00	15.00	26.00	35.00	77.00	77.00	77.00

Between	Miami & New York	Philadelphia	Baltimore	Washington	Chicago
Upper Berth	$ 7.80	$ 7.40	$ 7.00	$ 6.60	$ 8.20
Lower Berth	9.75	9.25	8.75	8.25	10.25
Section (Single Occupancy)	13.65	12.95	12.25	11.55	14.35
Bedroom (Single)	17.55	16.65	15.75	14.85	
Bedroom (Double)	19.50	18.50	17.50	16.50	
Compartment*	27.50	26.00	24.50	23.50	29.00
Drawing-Room*	35.00	33.00	31.00	29.00	36.00

Between	Los Angeles, San Francisco & Boston	New York	Philadelphia	Baltimore	Washington	Chicago
Upper Berth	$18.00	$17.40	$17.00	$17.00	$17.00	$12.60
Lower Berth	22.50	21.75	21.25	21.25	21.25	15.75
Section (Single Occupancy)	31.50	30.45	29.75	29.75	29.75	22.05
Bedroom (Single)						
Bedroom (Double)						
Compartment*	63.50	61.00	60.00	60.00	60.00	44.50
Drawing-Room*	80.00	77.00	76.00	76.00	76.00	56.00

Between	Chicago & Brownsville
Upper Berth	$ 8.80
Lower Berth	11.00
Section (Single Occupancy)	15.40
Bedroom (Single)	
Bedroom (Double)	
Compartment*	31.00
Drawing-Room*	39.50

PARLOR CAR SEAT RATE:

Boston to New York..$1.00 Philadelphia to New York..$ .50 Baltimore to New York..$1.00 Washington to New York..$1.25 Pittsburgh to New York..$2.00

*Above Compartment and Drawing-Room fares are on the basis of double occupancy. For single occupancy the charge is less.

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UNITED STATES—LATIN AMERICA—THE ORIENT

With the same speed and dependability which accompanies you whenever you travel over the 40,000 mile routes of the Pan American Airways System, your air mail and the air mail of all nations of the world is daily sped to its destination.

U. S. Air Mail Rates and Transit Times

Country—City	Rate per ½ oz.	Days in Transit
Antigua, St. Johns	20 Cents	1½, 2½
Australia	70 "	14
Argentina, Buenos Aires	55 "	4
Bahamas (Nassau)	10 "	Overnight
Bolivia, La Paz	40 "	3
Brazil, Belem (Para)	50 "	2
Brazil, Recife	50 "	3
Brazil, Rio de Janeiro	50 "	4
Brazil, Sao Paulo	50 "	4¼
British Guiana, Georgetown	30 "	1½
British Honduras, Belize	15 "	1½
Canal Zone, Cristobal	20 "	1
Chile, Antofagasta, Santiago	50 "	3
China	70 "	7
Colombia, Barranquilla	35 "	1
Colombia, Buenaventura	35 "	1¼
Colombia, Bogota, Medellin	35 "	1½
Costa Rica, San Jose	20 "	1½
Cuba, Havana	10 "	Overnight
Cuba, Santiago and Interior	10 "	1
Curacao, D. W. I.	30 "	2
Dom. Rep., San Pedro (C. Trujillo)	10 "	1
East Indies	70 "	8
Ecuador, Guayaquil	30 "	1½
French Guiana, Cayenne	30 "	1½
Guam	40 "	4
Guatemala, Guatemala City	15 "	¾
Haiti, Port au Prince	10 "	½
Hawaii, Honolulu	20 "	1
Honduras, Tegucigalpa	15 "	1¼
Hongkong	70 "	6
India	70 "	10
Jamaica, Kingston	10 "	¾
Japan	70 "	10
Mexico City, Tampico	10 "	Overnight
Mexico, Merida	10 "	1
Netherlands Guiana, Paramaribo	30 "	1½
Nicaragua, Managua	15 "	1½
Panama, Rep. of	20 "	1¾
Paraguay, Asuncion	55 "	6
Peru, Lima	40 "	2
Philippine Islands, Manila	50 "	5
Puerto Rico, San Juan	10 "	1
Salvador, San Salvador	15 "	1¼
Trinidad, Port of Spain	20 "	1¼
Uruguay, Montevideo	55 "	4
Venezuela, Caracas, La Guaira, Maracaibo	30* "	1½
Virgin Islands, St. Thomas	10 "	1¼

*The rate for dispatch of air mail by the U. S. foreign air mail routes to Venezuela and by the Venezuelan domestic air mail routes is 45 cents per half ounce or fraction. The Venezuelan cities so served are Coro, Chichiriviche (optional stop), Maracay, San Fernando, Ciudad Bolivar, Guasipati, Tumeremo. Your Postmaster will furnish information about time of delivery at destination.

Rates shown cover entire air transportation from any U. S. Post Office to any city in the countries listed. Cities not on air mail routes will be served by the fastest existing means to and from the air line. Rates from cities in Latin America or the Orient to the United States, to other countries or rates for domestic air mail will be supplied on request at any Post Office of the country of origin or at any Company office.

In the United States letters may be deposited in any mail receptacle, but must be in time to be included in the dispatch of air mail for Latin America or the Far East. Postmasters will furnish the latest closing time at your nearest mailbox.

Air mail stamps are recommended, but any postage stamps may be used if the total is correct. Use the International Blue Label "Par Avion" (By Air Mail), procurable free from Post Offices. Envelopes marked with the red, white, and blue air mail stripe will facilitate dispatch.

FOR FURTHER INFORMATION CONSULT YOUR POSTMASTER OR ANY PAN AMERICAN AIRWAYS OFFICE MAIL EARLY, INSURE CONNECTIONS

KEEP IN TOUCH WITH HOME AND OFFICE BY AIR MAIL SAFE—ECONOMICAL—CONVENIENT

Aboard the Flying Clipper ships, Pursers will gladly provide complete and detailed information regarding rates, schedules and best connections so that your letters may reach their destinations promptly. He will also furnish or obtain stamps at prevailing charges and mail your letters at the earliest possible moment.

SPEED FOREIGN TRADE

USE PAN AMERICAN INTERNATIONAL AIR EXPRESS

Some of Its Advantages

1. LOW COST—Air Express allows you to keep your inventories low, thereby insuring you against "frozen assets." Its rapid transport and clearance spell an actual saving in interest. These reasons, when coupled with the amounts actually saved by the elimination of certification and clearance costs and with its low tariffs, make Pan American International Air Express an actually ECONOMICAL service.

2. SPEED—Your express shipments are transported at a speed of 150 miles per hour or more. The frequency and regularity of Pan American Airways schedules will permit you to transact your repeat-order business with chronometrical precision.

3. DISPATCH—Air Express shipments are accorded preferential clearance at point of entry, avoiding the delays suffered by shipments carried by other means of transport.

4. CONVENIENCE—The Airwaybill, prepared by Pan American Airways, or its agents is the only document for shipment to the majority of the points served. The use of this single document will save you the necessity of preparing and certifying documents peculiar to surface transport, such as consular and commercial invoices, certificates of origin, etc.

It is the fastest, most efficient, regular, convenient, simplest and, all factors considered, most economical means of **package-express-freight**, established to foster commercial interchange between the trade centers and markets of the world. Its uses are innumerable for transporting every type of merchandise.

It links 23,000 United States cities and towns served by Railway Express Agency, Inc., and Domestic Airlines, with all important cities served by Pan American Airways System and Associated Carriers in Bermuda, the West Indies, Mexico, Central and South America; Alaska, Hawaii and the Orient.

Method of Handling

FOR EXPORTS—1. Telephone your nearest Pan American Airways office or if in the United States the nearest Railway Express Agency or airline office.

2. Prepare merchandise just as you would for ordinary express shipments considering that delicate and careful handling accorded to air express eliminates the need of extra heavy packing.

3. Deliver shipment to nearest Pan American Airways office, or in the United States to the Railway Express Agency and sign the Airwaybill. They will do the rest. If delivery is made by messenger give him full details regarding shipment, such as full name and address of consignee, description and value of article.

FOR IMPORTS—1. When placing your order instruct the shipper to dispatch your merchandise "Via Pan American International Air Express." He may obtain all necessary shipping information at any of our offices or agencies maintained in every major city in the forty-one countries served by the System.

2. Upon arrival of your shipment at one of our air terminals where it will be cleared through the Customs it will be forwarded to you by the fastest air or rail schedule.

RAILWAY EXPRESS AGENCY, INC.
AIR EXPRESS DIVISION

OFFICIAL RECEIVING & DELIVERING AGENTS IN UNITED STATES

Canadian National Railway Express, Canadian Pacific Express Co. & Railway Express Agency, Inc.

OFFICIAL RECEIVING & DELIVERING AGENTS IN CANADA

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

PAN AMERICAN AIRWAYS SYSTEM

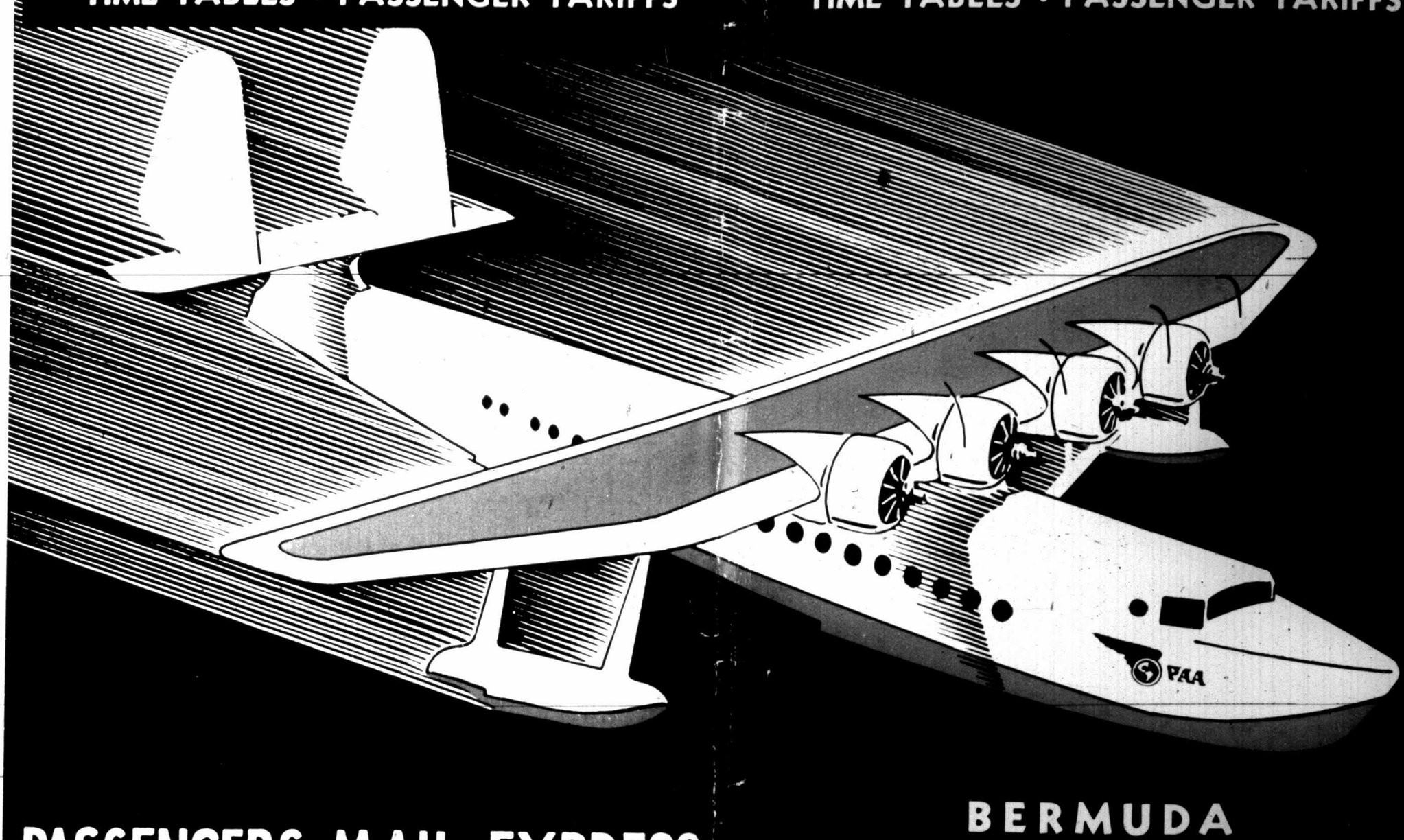
& ASSOCIATED LINES

TIME TABLES • PASSENGER TARIFFS

PAN AMERICAN AIRWAYS SYSTEM

& ASSOCIATED LINES

TIME TABLES • PASSENGER TARIFFS



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BERMUDA
CUBA • NASSAU
MEXICO • WEST INDIES
CENTRAL &
SOUTH AMERICA
HAWAII • PHILIPPINES
CHINA • ALASKA

Representative for Pan American Airways System
Printed in U.S.A.

Corrected to July 15, 1937
Subject to change without notice

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

G-2 Report

5400-a

4-1
2079-21
3
1928

CUBA (Economic)

2079-21
4

SUBJECT : Air routes.

RECEIVED G-2 W. D. OCT 22 1928

1. Referring to our Report 3004 of July 20th, 1928.

2. The Pan American's service to Miami was inaugurated on September 15th. The plane left Miami at 9.a.m. and transferred its mail to the Habana plane at Key West. The plane arrived with 344 lbs. of mail from Miami and 1040 from Key West. The present schedule calls for a stop at Key West to pick up mail and passengers, but it is expected that the winter schedule will go into effect on December 15th, when thru service will be established between Miami and this city, with the plane leaving Miami at 8:30 a.m. and arrive in Habana at 10 a.m. The service will be daily.

3. Mr. Grant Mason, Jr., local Manager of the Pan American Airways, recently announced that he expected the Porto Rican service to go into effect soon after the 1st of December, three times a week. Landing fields are being surveyed and improved at the present time.

Although the Pan American people have a mail contract with the U.S. Government for this route, the Cuban contract has not yet been let. The Cuban Communications Department is now drawing up the specifications for the service and bids will be called for before the 1st of the year. It is quite probable that this service will be awarded to a Cuban Company. It is also rumored that Cuban Army aviators graduating from the Army Aviation School at Camp Columbia will be put to work in this service when inaugurated.

4. It is not likely that the Panama service of the Pan American Airways will be inaugurated until well after the beginning of the new year, due to the great amount of preliminary work involved.

5. The air service heretofore operated by EL PAIS newspaper for the early delivery of their paper in Santa Clara, etc., has been suspended by a ruling of the War Department prohibiting flights by private planes over Habana after 3 o'clock in the afternoon. It is supposed that this decree originated thru the complaint of the EXCELSIOR newspaper, its afternoon competitor, the owners of which are very close to the present administration.

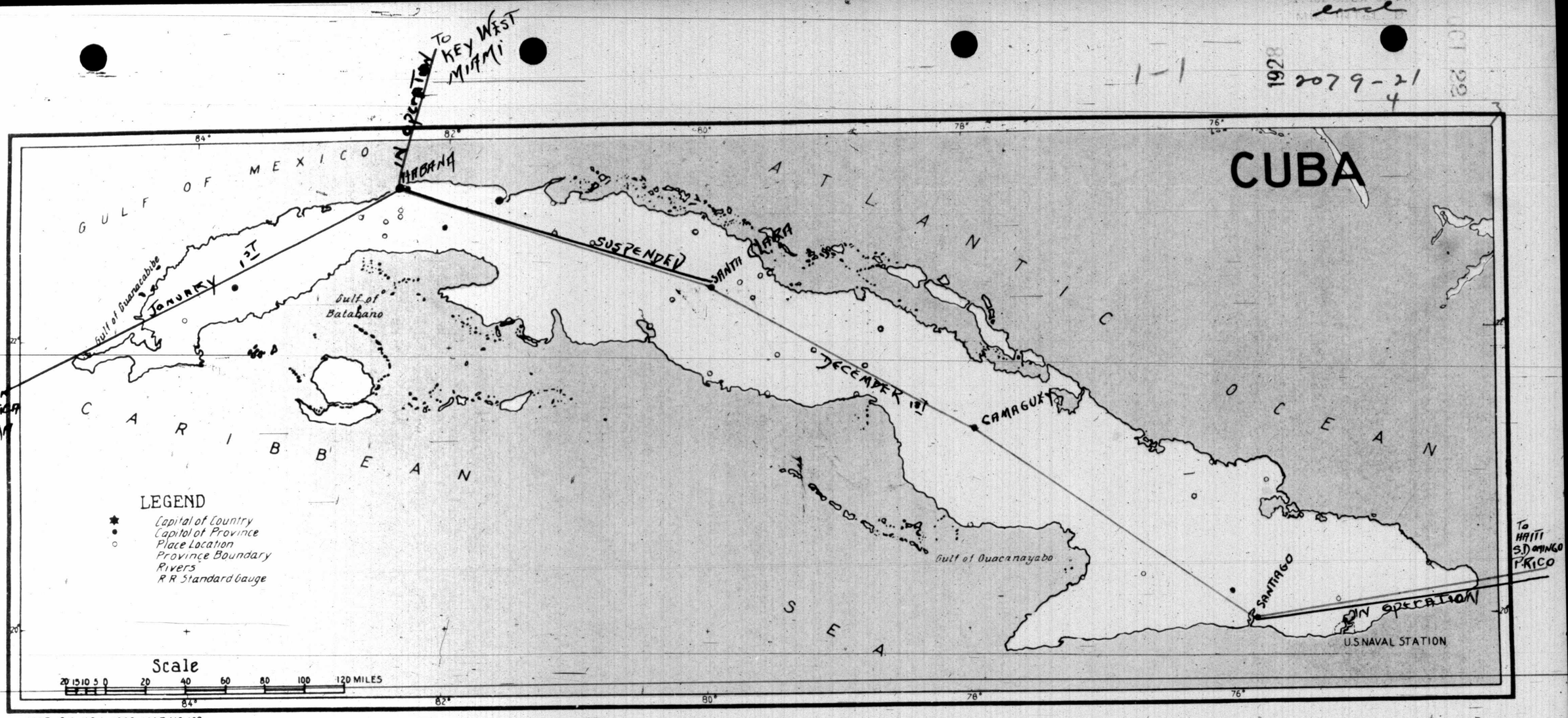
6. It is stated in the Press that the Pan American Airways, thru the parent company, the AVIATION CORPORATION OF THE AMERICAS, will take over the WEST INDIAN AERIAL EXPRESS COMPANY, Ltd., which company has been operating service, as previously advised, from Santiago de Cuba to Porto Rico, via Haiti and the Dominican Republic.

7. Map showing outline of different routes is attached.

James C.R. Schwenck
JAMES C.R. SCHWENCK
MAJOR GS MA.

M/A Report No.3019 October 15/1928

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89



AVIATION ROUTES IN CUBA ;

Red Line shows routes of the Pan American Airways
Black line ; Habana to Santa Clara ; EL PAIS News paper
" " Santiago to Haiti, S. Domingo and Porto Rico ; West Indian Aerial Express

5400-a
AIR ROUTES IN CUBA
Oct.10/28

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DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF 127
MIL. INTEL. DIV.
4-1 1928 2079-21 OCT 30

5100-b

G-2 Report

CUBA (Economic)

SUBJECT: Domestic enterprise in the employment of commercial aircraft;

RECEIVED G-2 W. D. OCT 29 1928

1. In connection with the contract to be let by the Cuban Government to cover the air mail route throughout the Island, there has appeared on the scene at this time a concern known as the CUBAN AERONAUTIC CORPORATION. The head of this concern seems to be a Mr. Oscar Santa Maria, a young man who has had flying experience in England; also as U.S. air mail pilot.

2. It is the theory of Mr. Santa Maria that sea planes are better fitted for this class of service than any other, on account of the peculiar outline of the Island of Cuba and on account of the fact that less expense will be involved in fitting up expensive landing fields, etc. His intention is to run along the north coast, with auxiliary routes to connect with Santa Clara and Camaguey. At the present time, he favors the German seaplane but expresses the intention to use American engines.

3. It is the claim of Mr. Santa Maria that many of the public men of Cuba have expressed an interest in his proposition, such as Dr. Cespedes, Secretary of Public Works, Dr. Bustamante, the well known international lawyer, Senator Sardiñas, and ~~xxxx~~ it was stated at one time that Secretary of Communications Aballí was interested. Whether these men have done anything more than express a friendly interest in the project, or, whether they are willing to financially back it, is not known.

4. Mr. Santa Maris claims to have interviewed the President in the matter and to have turned him away from his plan to use Army avaitors for this service. Instead, Mr. Santa Maris has offered the President the proposition of taking a naval officer on each trip for training and observation and in this manner provide a Naval School of Aviation. Mr. Santa Maris claims to have sufficient financial backing without appealing to American sources. Mr. Ludington of the Saturday Evening Post offers to assist in the financial promotion but this offer is understood not to have been accepted.

5. It is difficult at this time to tell just how much influence this new concern has, but it is certain that no concern without influential governmental backing stands much of a chance of getting the Cuban government contract for this service. The financial backing in this particular concern is said to be $250,000 and that they contemplate using German 12 passenger seaplanes of the Dornier-Wahl type.

6. It is further rumored around that a Mr. A. Gomez Villa of this city is negotiating with the government for the mapping of certain parts of the Island from aeroplane. It is understood that he is a representative of German aviation interests.

It is further stated that in the customs house at the present time, there are two crated planes, brought in by private individuals with the intention of selling them to the Cuban Government.

James C.R. Schwenck
JAMES C.R.SCHWENCK
MAJOR GS MA

M/A Report No 3027 October 19,1928

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

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AMERICAN EMBASSY

OFFICE OF THE MILITARY ATTACHE. 3-1 1929 2079-21 FEB
HAVANA, CUBA.

January 29, 1929.

No. 3053

Subject: Aviation in Cuba

To: A. C. of S., G-2.

RECEIVED G-2 W. D. FEB 2 1929

1. I am attaching hereto copies of a report on the above subject which was prepared by the Assistant Trade Commissioner in the Commercial Attache's Office under date of January 11, 1929.

James C R Schwenck
JAMES C.R.SCHWENCK
MAJOR GS MA

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

FEB 4 1929
4-1 2079-21 6 7.

Habana, Cuba, January 11, 1929.

SUBJECT: AVIATION IN CUBA.

Special Report No. 26 prepared by Assistant Trade Commissioner, Habana.

Aviation in Cuba was given another impulse when the new West Indian and Pan-American service was inaugurated by the Pan American Airways, Inc., subsidiary of the Aviation Corporation of the Americas. For the time being the schedule is as follows:

Miami-Havana daily:

Leave Miami 8:00 A.M. and 9:15 A.M. arriving at Havana 10:15 A.M. and 11:30 A.M.

Leave Havana 3:00 P.M. and 11:15 A.M. arriving at Miami 5:15 P.M. and 1:30 P.M.

In this service two F-10 Fokker 3-motored planes are used. Within two months two planes of the same type are to be placed on the Habana-Santiago de Cuba route. Until they arrive a Ford plane is being used. The schedule for this flight is as follows:

On Monday, Wednesday and Friday, leave Havana 12:15 P.M. arriving at Camaguey 3:15 P.M., leaving there 3:45 P.M. arriving at Santiago de Cuba 5:25 P.M.

On Tuesday, Thursday and Saturday leave Santiago 8:00 A.M., arriving Camaguey 9:45 A.M., leaving Camaguey 10:15 A.M., arriving Havana 1:15 P.M.

Over-night stops are made at Santiago and from there the following schedule holds:

Tuesday, Thursday and Saturday, leave Santiago 7:00 A.M., arriving Port au Prince 10:00 A.M., leaving Port au Prince 10:30 A.M., arriving Santo Domingo 12:30 P.M., leaving there 1:00 P.M., arriving San Juan 4:00 P.M.

Monday, Wednesday, and Friday, depart San Juan 8:00 A.M., arriving Santo Domingo 11:00 A.M., departing San Domingo 11:30 A.M., arriving Port au Prince 1:30 P.M., leaving there 2:00 P.M., arriving Santiago 5:00 P.M.)Enclosed herewith are copies of the present schedule).

For the entire Pan-American service 16 F-10 tri-motored Fokkers are to be assigned, six of them for the Cuban service. At present the relief equipment consists of three Sikorskies and two Loening amphibians.

The landing field at Havana is Camp Columbia of the Cuban army to be improved by the Public Works Department in the near future. It is equipped with hangars and gasoline and oil service. President Machado, it is understood, will presently sign a decree making available a landing field at Santiago, which will be designated a military airport. The Pan-American Airways, Inc., has itself prepared a landing field at Camaguey with gasoline and oil service. This field may also be designated a military air field.

While the service across Cuba at the present time is limited to carriage of passengers, the enterprise hopes to obtain the Cuba mail contracts and the prospects are looked upon as favorable, despite a certain amount of competition, including the possibility of pressing the army pilots into this service. Only American mail at the present time is being carried from Santiago to San Juan.

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NND 740058
By AMF NARS, Date 05/04/89

The Pan-American Airways, Inc., is the only company at the present time in civil aviation in Cuba. The Corporation de Aviacion de Cuba was organized several months ago, now located at Prado 13, Havana, with a view to establishing regular aviation service within Cuba, carrying passengers and, possibly, mail. To date, however, nothing definite has been accomplished. The Curtis Flying Service, it has also been reported represented here by Nestor Mendoza, has been considering a similar enterprise but nothing has materialized to date.

The decree which was issued several months ago prohibiting the flying of private planes in the Province of Havana after three o'clock in the afternoon, it is understood, has not interfered with the establishment of the new flying service between Havana and Santiago. Flying services having the character of public service were granted an exception consisting of possible special authorization to fly as late as 3:55 P.M. The schedule given above does not conflict with the provisions thus set forth.

By a decree signed and appearing in the Official Gazette of May 2, 1928, general regulations governing civil aeronautics were placed in effect. During the latter part of August a decree was signed in slight modification of the General Regulations. This was the decree prohibiting civil flying in the Province of Havana after three o'clock with provision for the exception already noted. It also defines the meaning of the word "aeronave" appearing in Article 4 of the General Regulations as covering any apparatus of locomotion devoted to the carrying of persons, correspondence, merchandise and effects of any class, capable of going up and of circulating in the air.

On November 6, 1928, a decree was issued establishing certain official maritime airports in Cuba. This decree was in pursuance of the provision of Article 6 of the General Regulations stating that the President would designate as maritime airports for civil aerial navigation those places on the coast which due to their situation, conditions, capacity and organization therein of police, customs, sanitary and immigration service might be used for the landing and departure of planes. The airports thus designated were as follows:

North Coast:
Bahia Honda, Mariel, Habana, Matanzas, Cardenas, Sagua, Caibarien, Nuevitas, Puerto Tarafa, Manati, Puerto Padre, Gibara, Banes, Nipe, Antilla, Sagua de Tanamo and Baracoa.

South Coast:
Guantanamo (Caimanera), Santiago de Cuba, Manzanillo, Santa Cruz del Sur, Jucaro, Tunas de Zaza, Trinidad, Casilda, Cienfuegos, Batabano, Nueva Gerona and Los Indios.

Any airship which coming from abroad to any other point on the Cuban coast must land in one of the above ports for clearance and the place of landing must be within the jurisdiction of the Custom House at the port.

The following sub-ports are created: Santa Lucia (Pinar del Rio), Vita, Sama and Daiguiri in Oriente and Palo Alto (Camaguey). These places may be used at such times as maritime sanitation services may exist there and foreign vessels are cleared.

The penalties for violation are those applicable to vessels committing like infringements of maritime law.

According to a report prepared by the Air Service of the Cuban Army the following list of landing fields are at present available in Cuba:

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

HABANA: Camp Columbia, 5 miles west of the city. 1200 yds. x 800 yds. Equipped with several hangars, aviation school building, shops. Facilities for gas, oil and spare storage, as well as repairs. Reached from the city by bus, autos, trolley cars, etc. This field also used by the planes of the Pan American Airways.

MATANZAS: 12 kil. from the city along the Limonar Road. One-half mile long x one quarter mile wide. Facilities for oil, fuel, etc. Telegraph and long distance telephone communication.

SANTA CLARA: Located half mile west of city. Possesses hangar, suitable illumination for night landing and small shop for necessary repairs. Telegraph and telephone, military barracks. Ample facilities for fuel oil, etc., and means of communication.

CAMAGUEY: 6 miles north of city, bordering Nuevitas Road. Approximate area 800 yds. x 400 yds. with facilities for fuel oil and means of communication.

CIENFUEGOS: Located northeast from the heart of the city, bordering the Cienfuegos-Caonao road. Approximate area 500 meters x 300. Facilities for gas, oil and water. Telegraph and telephone and means of communication.

SANTIAGO DE CUBA: One half mile southeast of city. 1000 ft. x 270 ft. Facilities for oil, gas, water, small repairs, etc. Telegraph and telephone and good means of communication.

PINAR DEL RIO: 12 miles south of the city and along the Pinar del Rio-Coloma Beach Road. 800 yds x 500 yds. Facilities for securing oil, gas, water and making small repairs. Good roads and telephone connection.

NUEVA GERONA: One mile east of city and close to Model Prison. 600 yds. x 200 yds. Facilities for small repairs and for securing fuel, oil and water, with telephone on premises and good means of communication.

These fields are in the process of being developed at the present time and will, no doubt, be extended and put into better shape as the air development of the island progresses.

A General Order was issued by the Chief of Staff of the Cuban Army on July 26, 1928, for the more complete enforcement of the General Regulations. In part this order provides that no airship, Cuban or foreign, may fly over the national territory without complying with the proper authorization as required by the General Regulations, nor land in places other than those permitted by the Department of War and Navy. Every airplane, Cuban or foreign, which lands in the places permitted, airdromes or airports, will be inspected by an official to ascertain whether its documents are in order and in conformity with provisions of the Regulations. Every plane, properly authorized ~~which violates~~ Articles 36 to 45 of the Regulations, admitting passengers who have not fulfilled the requirements for entry and leaving the national territory, or otherwise violates any other important provision, will be detained and guarded, and its crew arrested, as well as the passengers lacking the legal documents; all of which will be reported to the proper magistrate placing at his disposition the violators and the objects seized, and immediate notification of the fact given the General Staff of the Army for its proper resolution. If, on the other hand, the airship has not conformed with Article 17 of the Regulations (registration with the Department of War and Navy, whether foreign of national), the same procedure will be followed but with stricter vigilance.

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By AMF NARS, Date 05/04/89

If an airship lands in a place not permitted, the Chief of the Rural Guard Post or of any other Military Post will proceed to the place to ascertain whether or not it is foreign or national, whether it is authorized to fly over the National territory, whether its papers are in order, whether the landing was forced, etc., and will make an inspection to see whether any article from 36 to 45 has been violated, or any other regulation, and then proceeding as above.

No airplane may fly over the city of Havana or public buildings, fortresses, barracks, camps, military establishments, etc., nor deviate from the route assigned to it without previous authorizations.

If a violation of Article 45 takes place, notice will also be given to the proper authority concerned in addition to the General Staff.

Military Aviation.

Military aviation took some strides during the past year. The training school for pilots under the instruction of American officers which was inaugurated last year graduated five pilots who were commissioned. Another course of instruction is to begin in March of this year and it is understood that the number of cadets will be increased from 25 to 30. —Several new planes were added to the existing equipment.

Other aviation.

There is little else to be reported inasmuch as no other private planes are in service. The squadron of Waco planes which were formerly operated by the newspaper "El Pais" are no longer in use since the Presidential decree prohibiting flying in Havana Province after 3:00 P.M. rendered their further use as distributors of the newspaper impossible.

(NOTE: Additional information submitted January 17, 1929:

" To the section relating to the Army Air Service might be added the following information concerning the number of planes owned by the War Department:

5 D.H. Observation Ships equipped with Liberty motors and dual control.

7 P.T. 3's training ships also with dual control.

1 reconstructed hydroplane.

2 old Voights.

"An order has been placed, it is understood, for six Voight corsairs to take place of the De Haviland planes above mentioned."

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NND 740058
By AMF NARS, Date 05/04/89

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OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
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WAR DEPARTMENT

G-2 Report 5100-c

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CUBA (Economic)

Subject: Activities of Foreign Interests in the Establishment and Operation of Industrial Aviation. (Arrival of Colonel Lindbergh).

RECEIVED G/2 W. D. SEP 26 1929

1. Colonel Charles A. Lindbergh arrived in Havana today to inaugurate a new air mail and passenger service for the Pan American Airways, Inc., from Miami, Florida to Paramaribo, Dutch Guiana.

2. Accompanied by Mrs. Lindbergh and Mr. J. T. Trippe, President of the Pan American Airways, Inc., Colonel Lindbergh reached Columbia Flying Field at 11:15 A.M., and remained there an hour before his departure for Santiago de Cuba. He was greeted at the field by representatives of the Cuban Government and by various members of the diplomatic corps in Havana. Mr. Edward L. Reed, Chargé d'Affaires, and the undersigned represented the American Embassy at the field. The Cuban press and the crowd at the field, estimated at about 2,000, accorded him a very hearty welcome.

J. O'HARE,
Major, General Staff,
Military Attache.

From: M.A., Havana. Report No. 3113. Date: Sept. 20, 1929.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

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G-2 Report

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CUBA (Economic)

Subject: Activities of Foreign Interests in the Establishment and Operation of Industrial Aviation.

RECEIVED G/2 W. D. APR 22 1930

1. Pan American Airways, Inc.

An American concern incorporated under the laws of Delaware. Main office: 122 East 42nd Street, New York City. The controlling interest is vested in the Aviation Corporation of the Americas, also Delaware Corporation, with offices in the Chanin Building, New York City.

The company's policies are directed by an Executive Committee of five members, three of whom are leaders of the principal groups extant in the United States Air Industry, namely:

Frederick Rentschler - United Aircraft
Graham B. Grosvenor - Aviation Corporation
Richard F. Hoyt - - - Curtiss-Wright.

2. The Cuban interests of the company are in the care of G. Grant Mason, jr., as Agent. Office: Paseo de Marti 13, Havana.

Operations Headquarters: Camp Columbia, Havana.

Ground Equipment: Hangar 90 x 100 ft. Passenger station including Ticket Office, Waiting Room, Customs Office, Restaurant, Radio Department, etc. Standard Oil electric pump and hose pit with two gasoline storage tanks of 10,000 and 1,000 gallons respectively. Two complete radio sending and receiving sets are installed.

Flying Equipment: Fokker F-10 tri-motor, 12-passenger transports and Sikorsky s-38 type amphibians.

Operating Personnel: American pilots and mechanics.

3. Operating Permit: Under date of January 8, 1929, the company received special authorization from the Department of War and Navy to operate within or through Cuba for an unlimited period of time. The company reports to this Department concerning its schedule, changes in routes, and general operating plans.

4. Free Use of Military Airports: Under date of April 30, 1938 a four year permit for the use of Camp Columbia Field was enlarged into a definite contract with the Department of War and Navy for the free use of all military airports in Cuba for a period of 10 years with the right to a section of land on each airport of an area equal to 300 feet by 500 feet where the company's own buildings and facilities could be located. This contract can be cancelled by the government, but indemnity must be paid to the company for its buildings, etc., and it is believed that the cancellation would not be legally effective without some complaint of the government against the company.

5. Clearances: The company was largely instrumental in the drafting and signing of Presidential Decree #115 of February 5, 1929, which provides for simplified clearances for regular international transport planes. This provides no special privileges for the company but can be enjoyed by any other company providing similar services.

6. Mail Contracts

UNITED STATES: The Pan American Airways has contracts with the United States Post Office Department for service on the following routes at the rate of $2.00 per mile flown:

From: M.A., Havana. Report No. 3258. Date: April 17, 1930.

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NND 740058
By AMF NARS, Date 05/04/89

No. 4 - Miami to Havana.

No. 5 - Miami, by Havana, Belise, British Honduras, and other points in Central America, to Cristobal, Canal Zone, and to Barranquilla, Colombia, and Curacao, D.W.I.; also from Port of Spain to Paramaribo.

No. 6 - Miami, by Havana, Port-au-Prince, and other points, to Port-of-Spain, Trinidad.

The Airport at Camp Columbia forms the switching point for the transfer of mail and passengers for Panama via Yucatan, British Honduras, etc., connecting with the Pan American Airways extension down the west coast of South America, and also for the route via Haiti and the Windward and Leeward Islands to Venezuela to connect with Panama and the extension which will eventually follow the east coast of South America.

CUBA: On September 8, 1927 a contract was signed between the Department of Communications and Pan American Airways, Inc., calling for the transportation of air mail from Havana to Key West, Florida, on a daily schedule. The Government was to charge the public five cents an ounce, and the company was to receive $150.00 per day. In case of an incomplete trip the company would receive no pay if the cause was "fuerza mayor," and would be penalized by payment to the government of $150.00 if the company was to blame.

This service commenced on October 28, 1927, and the contract was to be valid for a period of four years from that date. The contract contains a cancellation clause but local lawyers believe that it cannot be cancelled legally unless the company fails to deliver satisfactory service.

It was expected that this service would be self-supporting, but the volume of business was so slight at the start that the government had incurred a deficit of over $38,000 through November 31, 1928. This amount was finally paid to the company during the summer of 1929.

In order to prevent further deficit to the government, the company expressed its willingness to change the financial terms of the contract so that the government would pay three cents to the company for every five cents air mail stamp sold in Cuba. This new arrangement went into effect on December 1, 1928.

In January 1929 the company offered to the government the use of new extensions to Panama and Porto Rico. No action was taken on this offer.

In response to an official call from the Department of Communications, the company presented a proposal on October 21, 1929 which would make available for the citizens of Cuba the entire Pan American Airways International Airway System. This proposal is still under consideration by the government.

7. Radio: By Presidential Decree of March 11, 1929, the company was given the right to operate its own system of radio throughout Cuba wherever necessary for the safety of its service. The various radio stations of the company which are now situated at Mendoza, Pinar del Rio; Camp Columbia Field, Havana; Camaguey and Bayamo, Oriente; and Santiago de Cuba, Oriente, have been licensed by the Department of Communications and the sets carried on every airplane have received a general approval.

8. Airports in Cuba:

Pan American Airways' Airports: SAN JULIAN, Pinar del Rio - This airport is located on land purchased by the company and it is equipped with a passenger station, a small utility building, a complete radio station and gasoline facilities consisting of a regulation pump and a 1000 gallon tank. This field was authorized as a private commercial airport by the Department of War and Navy on June 1, 1929, with the name of "Isabel Rubio."

CAMP COLUMBIA FIELD, Havana - This is a military airport used by the company under the terms of the contract with the Department of War and Navy of August 30, 1928. The company has installed the buildings which are enumerated above, and has a hand pump together with a regulation Standard Oil

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electrical pump and hose pit together with two gasoline tanks of 10,000 and 1,000 gallons respectively. The company has two complete radio sets on this field.

CAMAGUEY - This airport is located approximately seven miles from the city of Camaguey on land which has been purchased by the company. The company has erected a passenger station and is erecting a nose hangar to hold two Fokker planes. The field is equipped with a complete radio station and has a gasoline pump and a 1000 gallon tank. On March 14, 1930, this field was authorized as a private commercial airport by the Department ofWar and Navy under the name of "General Ignacio Agramonte."

BAYAMO - The company has acquired under "censo" or rental from the municipality the land on which has been installed its airport. The company has erected a passenger station and nose hangar for two Fokker planes. There is a complete radio station, gasoline pump and a gasoline tank of 1000 gallons. This field was authorized as a private commercial airport by the Department of War and Navy on December 30, 1929, under the name of "General Ignacio Milanes."

PALMA SORIANO, Oriente - The "Sugar Estates of Oriente" which owns "Central Palma" provided the land on which the company has erected an airport close to the Sugar Central. This field is considered as an intermediate airport and consequently does not have such full equipment as the other fields. The company has erected a nose hangar for one Fokker plane and a small utility building in which are stored several drums of aviation gasoline. There is no radio station nor gasoline tank on this field. On October 9, 1929, the Department of War and Navy authorized this field as a private commercial airport (under complete control of Pan American Airways, Inc.) with the name of "Estrada Palma."

SANTIAGO DE CUBA, Oriente - The company has installed a two-way field close to the center of the town at Santiago on land which has been rented on a year by year basis for a maximum period of five years, at which time the company will have the right to purchase the land at a figure which has already been determined. This field is equipped with a nose hangar for one Fokker airplane, a radio station, a small general utility building. There is a 1000 gallon tank on the airport. Because the company has never been sure that operations on this field would be permanent, no request has been made for authorization from the Department of War and Navy. The airport has been called "Jesus Maria" at the request of the owner of the land.

Other Airports - Besides the above mentioned fields which have been installed and are being operated by Pan American Airways, Inc., the company has offered engineering advice to a great many municipalities throughout Cuba and its engineers have actually supervised the installation of several important intermediate fields.

9. Schedules

a. West Indies Division:

(1) Miami-Havana - Seven planes each way each day during 1930 tourist season. Schedule is adapted to demands of passenger traffic. Minimum: 2 planes each way daily.
(2) Havana-Bayamo - Daily except Sunday - Return daily except Monday.
(3) Bayamo-San Juan - Daily except Monday - Return daily except Sunday.
(4) San Juan-Trinidad - Sunday only - Return Thursday only.
(5) Trinidad-Paramaribo - Monday only - Return Wednesday only.

b. Central American Division:

(1) Miami-Belise - Tuesday, Thursday, Saturday - Return:Thurs., Sat., Monday.
(2) Belise-Managua - Wednesday, Friday, Sunday - Return:Wed., Friday, Sunday.
(3) Managua-Cristobal - Thursday, Saturday, Monday - Return: Tues., Thurs., Sat.

From: M.A., Havana. Report No. 3259. Date: April 17, 1930.

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10. Tariffs
Miami-Havana: $45. In returning from Havana, a $3.00 government ticket tax must be added. Fare includes hand baggage not in excess of 30 lbs. Added poundage is charged at the rate of 23¢ per lb. up to the capacity of the plane.

(For detailed information as to schedules and tariffs over all branches of the Pan American System, see "Schedules and Tariffs for Agents only" forwarded herewith).

11. Early in April a 16-hour air mail service between Havana and New York was inaugurated by co-ordination between the Pan American Airways, Inc. and Eastern Airways. Mail from Cuba and other countries of Latin America arrives in Miami at 5:45 P.M. and is transferred to a plane of the latter company which makes a night flight over the Miami-Atlanta-Washington route.

12. The Pan American Airways, Inc. operate at the present time some 13,000 miles of scheduled air routes in Mexico, South and Central America and the West Indies rendering both passenger and mail service to 28 different countries. The company is the sole carrier of U. S. air mail in the Latin American field and in addition holds contracts, or is affiliated with companies who hold contracts, with all countries of Central and South America, with the exception of Brazil and Venezuela.

13. The fleet of the Pan American Airways is composed of tri-motor Fokker F-10s and Sikorsky type S-38. A total of 75 are announced as in operation. In 1929 the Pan American Airways completed 99.96% of its scheduled trips. Of these 91.43% were completed on time; .21% was incomplete due to mechanical difficulties and .35% was cancelled due to bad weather.

14. During 1930, the Pan American Airways will take delivery of two Sikorsky 40-passenger 4-motor amphibians, which are being built especially to their order. If these planes prove satisfactory, a direct service from Miami to Panama via Jamaica is contemplated. This service would reduce the time between these points to about 12 hours besides taking advantage of the fact that excellent weather prevails over the Caribbean.

P. Melville
P. MELVILLE,
1st Lieut., Air Corps,
Asst. Military Attache for Air.

Approved.
J. J. O'Hare
J. J. O'HARE,
Maj., U.S., Mil.Attache.

From: M.A., Havana. Report No. 3256. Date: April 17, 1930.

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NND 740058
By AMF NARS, Date 05/04/89

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WAR DEPARTMENT

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G-2 Report

CUBA (Economic)

Subject: Domestic Enterprise in the Employment of Commercial Aircraft.

RECEIVED G/2 W. D. APR 28 1930

1. Cuban International Air-Mail

a. September 8, 1927. A contract was signed between the Department of Communications of the Government of Cuba and Pan American Airways, Inc., calling for airmail service between Havana and Key West, Florida. The Company was to receive $150.00 per day for rendering this service. The Government was to sell 5-cent airmail stamps to obtain revenue to meet the expenses of the service. A survey of the probable use of the service led the Government to believe that it would be self-supporting within a short time.

b. October 28, 1927. Pan American Airways, Inc. started airmail service between Havana and Key West.

c. December 1, 1928. On this date the financial arrangements of the airmail contract were changed. After 13 months of operation a deficit to the Government of somewhat over $38,000 revealed that the public did not find sufficient use for the airmail service to make it self-supporting. To relieve the Government from incurring a further deficit, Pan American Airways, Inc. suggested that the sale of 5-cent airmail stamps continue and that the Government of Cuba keep two-fifths of the revenue derived from the sale of these stamps, turning over to the company the balance to pay for the service. Since this date the airmail service to the United States has been self-supporting.

d. December 3, 1928. Expansion of Pan American Airways' international service commenced by moving the base from Key West, Florida, to Miami, Florida, thus saving approximately five business hours for south bound mail to Cuba.

e. January-February, 1929. Increase of airmail service through Latin-America started by inauguration of lines to Porto Rico and Panama, C.Z.

f. January 30, 1929. Pan American Airways, Inc. submitted to the Department of Communications of Cuba a proposal which would enable the Republic of Cuba to use the International airmail service then in existence or to be installed in the future. The proposal did not contemplate any substantial appropriation on the part of the Government, being based on the same financial arrangement which had been made effective as of December 1, 1928.

g. October 21, 1929. In accordance with a request from the Secretary of Communications that proposals for international airmail service be presented to his Department on this date, bids were submitted by New York, Rio and Buenos Aires Line, Inc., Pan American Airways, Inc. and Cia. Nacional Cubana de Transportes Aereo, S.A.

h. No action was taken by the Government subsequent to the submission of bids until March 1930, when, on urgent representation on behalf of the bidders, a Commission was finally appointed to study the proposals submitted. This Commission, which includes a member from each of the Government Departments concerned, is at present engaged in hearing the representatives of the bidders.

From: M.A., Havana. Report No. 3264. Date: April 17, 1930.

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NND 740058
By AMF NARS, Date 05/04/89

i. The proposals submitted to the Government on October 21, 1929 would make available to Cuba airmail service to practically every country in the Americas. The only way in which service to these countries can now be used in Cuba is to send mail to Miami by the Pan American Airways for forwarding to the other countries. The latter part of this service must be paid for by United States Airmail stamps, which are practically impossible to purchase in Cuba. Examples: If it is desired to send a letter from Havana to Lima, Peru, 5-cent per ounce must be affixed in Cuban airmail stamps and 40-cents per half ounce in United States airmail stamps. A letter can be mailed in Havana and must wait in Miami for the next southbound plane to Panama and Peru.

From the above use of the International service, no revenue is received by either the Government of Cuba or the Pan American Airways, except for the section of the service from Havana to Miami. It is estimated that the Cuban Government is losing at the present time between $1500 and $2000 per month in revenue because no direct service other than to Miami is now in existence.

j. It is too early to predict a decision or date of its announcement but it would appear that the Pan American Airways, due to the extent of their operations and plentiful equipment, stand an excellent chance of securing the international mail.

It is considered probable that the domestic mail will be awarded to one of the local operators.

P. Melville

P. MELVILLE,
1st Lieut., Air Corps,
Asst. Military Attache for Air.

Approved.

J. J. O'Hare

J. J. O'HARE,
Major, G.S., Mil. Attache.

From: M.A., Havana. Report No. 3264. Date: April 17, 1930.

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NND 740058
By AMF NARS, Date 05/04/89

G-2 Report 5100-c

CUBA (Economic) 4-1 2079-21

Subject: Activities of Foreign Interests in the Establishment and Operation of Industrial Aviation

OFFICE OF THE CHIEF OF STAFF MILITARY DIV. SEP 30 1930 WAR DEPARTMENT
RECEIVED G/2 W. D. SEP 29 1930

1. On September 18 President Machado issued two important decrees authorizing the Secretary of Communications to contract with the Compania Nacional Cubana de Aviacion Curtiss and with the Pan American Airways for the carriage of Cuban domestic and foreign mails, respectively, in accordance with the terms of proposals made to the Government by these companies.

2. Regarding the domestic services in Cuba, the decree specifies a route from Havana to Santiago de Cuba which calls at Santa Clara, Moron, Camaguey, Victoria de las Tunas, and Holguin. Tri-motor planes of ample capacity are required; a daily schedule in both directions must be maintained; the entire journey from terminus to terminus shall be completed in six and one-half hours. Postal rates for first class matter are set at ten centavos per ounce and ten centavos for each additional ounce or fraction, of which the Company will receive eight centavos for each ounce or fraction, the Government retaining the remaining two-centavo equivalent of the present domestic rate. By the decree the Secretary of Communications is authorized to enter into contract with the Curtiss Company for a period not exceeding five years.

3. Three companies had submitted proposals for the foreign mail contract. The NYRBA (New York, Rio, Buenos Aires) was eliminated upon its absorption by the Pan American Airways; the Compania Cubana de Transportes Aereos, lacking resources, services, and organization, could never have been given serious consideration. The Cuban Government also gave merited consideration to the fact that the Pan American Airways was already the contractor for United States mails directed to Latin America.

4. The contract with the Pan American Airways is authorized to be drawn in accordance with the Company's proposal of October 21, 1929. Under this proposal first class mail matter of Cuban origin directed to any point in the United States is to pay at the rate of ten centavos for the first ounce and twenty centavos for each additional ounce or fraction thereof. It is provided that the amount paid by the Cuban Government to the Company for transporting such mail to the United States shall be turned over by the Company to the United States Government. Rates to Latin American countries other than Cuba are to be identical to those obtaining in the United States on the date on which the Company's proposal was submitted to the Cuban Government, except that these rates are to be automatically modified to conform to such changes as may be made and when made by the United States Post-office Department for similar mail originating in the United States and directed by air mail to countries served by the Pan American Airways. As in the case of the domestic contract, this contract is to last for five years.

5. Officials of the Pan American Airways expressed the hope that the authorized contract with the Cuban Government will be signed in the immediate future in order to permit the inauguration of the service on or prior to November 1, 1930.

J. J. O'HARE,
Major, General Staff,
Military Attache.

Source:

Embassy and Official Publication

From: M.A., Havana No. 3378 Date: September 22, 1930.

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NND 740058
By AMF NARS, Date 05/04/89

G-2 Report

5100-b

OFFICE CHIEF OF STAFF
MILITARY DIV.
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WAR DEPARTMENT

CUBA (Economic)

27

Subject: The Inauguration of the Air Mail Service Between Havana and Santiago De Cuba.

RECEIVED G/2 W. D. NOV 11 1930

1. On the morning of October 30th seven airplanes belonging to Compania Nacional Cubana de Curtiss, left Machado Airport at 7:10 A.M., on the initial trip of the new Air Mail service between Havana and Santiago de Cuba. The fleet of planes consisted of three Ford tri-motor planes; one Curtiss Thrush and one Curtiss Robin.

2. The inauguration was accompanied by considerable ceremony, and for the occasion the Company had thirty-three invited guests representing the larger commercial organizations in Havana, as well as the Government. The party was headed by the Secretary of Communications, Sr. Rafael Sanchez Aballi and Postmaster General Jose A. Montalvo. Ambassador Guggenheim was at the field to witness the start, his duties making it impossible for him to accompany the fleet of planes to Santiago.

3. The initial flight scheduled for 6:30 A.M., actually started at 7:10 A.M., the delay being due to the request of newspaper men to take pictures and to the ceremony that accompanied the inauguration. The take-off of the fleet was normal.

4. Stops were made and will continue to be made at the following places enroute to Santiago: Santa Clara, Moron, Camaguey, Victoria de las Tunas, and Holguin. In each of the aforementioned places the fleet received a hearty welcome. In each case stops were made for approximately 15 minutes, during which the local officials made short addresses of welcome and appreciation for the efforts of the Company. A reply in each case was made by Postmaster General Montalvo. Each time before landing the fleet circled the city for about five minutes, during which time motion pictures were taken by the Fox Movietone representative.

5. Upon arrival at the destination, Santiago, the fleet received a most hearty welcome, there being approximately 5000 people at the field, including practically all of the local officials. A speech of welcome was made by the Mayor of Santiago. The party was then taken to the Garden of the Bacardi factory for luncheon at which there were approximately 250 guests. The same evening at 9 o'clock a banquet was given at the Venus Hotel in honor of the new Air Mail service. During the banquet a small group of young men drove up to an open portion of the banquet hall in an automobile; at this particular place there were many people gathered to watch the banquet -- from behind the crowd these young men threw about two dozen eggs into the banquet hall, in the direction of the speakers' table, several of which struck a number of the guests. This caused considerable confusion and the group of people gathered outside the Hotel started to flee. The young men throwing the eggs intermingled with the crowd and for that reason their identity could not be ascertained. This occurrence did not, however, interfere with the continuance of the banquet.

6. The following day the guests of the Company started to return to Havana by air, - the return trip being made without ceremony. While enroute to Havana the planes encountered bad weather and were forced to remain at Santa Clara longer than the scheduled time. After a 40 minute lay-over at Santa Clara the fleet continued to Moron, and at that place it was decided that the party should make the remainder of the trip to Havana by automobile due to the prevailing weather conditions.

From M.A., Havana No. 3405 - Date: November 7,1930.

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By AMF NARS, Date 05/04/89

7. At Moron when attempting to start the engine of the Thrush plane, a fire started which destroyed the plane and three bags of mail.

8. The following day the Company continued to operate as per schedule. The schedule calls for one trip per day each way - a start being made from both Havana and Santiago at 6:30 A.M., and stops made at the aforementioned places. The planes used in daily operation will be the Ford tri-motored planes carrying both mail and passengers. Trips are not made on Sundays.

9. The contract with the Cuban Government calls for the payment to the Compania Nacional Cubana de Curtiss, S. A. of 80% of the revenue received from the sale of stamps. The sale will be supervised by the Cuban Government and a distinctive stamp is issued for the use of this Line.

10. Though a Government Air Mail Contract lends considerable prestige to the Company, as well as an additional source of revenue, I do not believe it will be able to carry on its operations without being subsidized. The business on the Island does not warrant such an extensive service.

E. R. Quesada

E. R. QUESADA,
Lieutenant, Air Corps.
Asst. Military Attache for Air.

First Indorsement.

Office of the Military Attache, Havana, Cuba, November 7, 1930, -
To the Assistant Chief of Staff, G-2.

1. Approved.

H. J. O'Hare

H. J. O'HARE,
Major, General Staff,
Military Attache.

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By AMF NARS, Date 05/04/89

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OFFICE CHIEF 5100-C
M.I. DIV.

G-2 Report

CUBA (Economic) 4-1

MAR 17 1931
2079-21
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WAR DEPARTMENT
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Subject: Activities of Foreign Interests in the Establishment and Operation of Industrial Aviation.

RECEIVED G/2 W.D. MAR 16 1931

1. On the afternoon of March 2nd. the new International Air Service for Cuba was inaugurated at the Pan-American Airways terminal, Camp Columbia, Havana.

2. The dedication was attended by approximately twenty persons, the most prominent of whom were Ambassador Guggenheim, Jose Montalvo, the Postmaster General of Cuba, and General Manuel Delgado, Secretary of Communications in the President's Cabinet. The ceremony consisted of the taking of group pictures in front of the plane that was to carry the first international air mail, and speeches by the Postmaster General, the Secretary of Communications, and Mr. Grant Mason, Manager of the West Indies Division of the Pan-American Airways system.

3. A brief history of the present contract follows:

(a) In October, 1927 Pan-American Airways contracted to carry Cuban air mail from Havana to Key West at the rate of $150.00 per trip. At that time, Key West was the United States terminal of the Pan-American Airways. Between October, 1927 and December, 1928 the Cuban Government lost $38,000.00.

(b) In December, 1928 Pan-American Airways wished to extend its service from Key West to Miami; however, this move did not meet with the approval of the Cuban Government. As a compromise between the Company and the Government, it was agreed that the contract should be changed and provisions were made for the Pan-American Airways to receive three cents from every five cent air mail stamp sold by the Cuban Government. Under the changed contract it was impossible for the Cuban Government to lose money. The Government then agreed to permit the Pan-American Airways to change its base to Miami, Florida.

(c) Between December, 1928 and March 2, 1931 the revised contract was in force. However, in January, 1929 the Pan-American Airways offered the Cuban Government the facilities of its entire system, and it has taken from December, 1928 to the present time for a contract agreeable to both parties to be drawn up. The present contract provides for the payment to the Pan-American Airways of 80% of the revenue received from the sale of air mail stamps which are to be used in this international service. The contract is for a period of five years with a five year renewable clause.

4. Heretofore it was necessary for air mail going from Havana to Central or South American countries to be sent to Miami and from there to its destination on United States air mail stamp.

5. The attached list gives the rate for air mail to the different countries and the elapsed time required for the mail to reach its destination after leaving Havana.

E. R. QUESADA,
Lieut. Air Corps,
Asst. Military Attache for Air.

1st. Ind.

Office of the Military Attache, Havana, Cuba, March 7, 1931; to the Asst. Chief of Staff, G-2.

1. Approved.

J. J. O'HARE,
Major, General Staff,
Military Attache.

From M. A., Havana No. 3485 Date: March 7, 1931

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
M.I. INTEL. DIV.

M.I.D. 17
4-1 2079-21
1931

WAR DEPARTMENT

The International Air Service for Cuba.

Country	Tariff from Havana 10¢ for the first ounce and fraction thereof, and 10¢ for each additional ½ ounce.	Time required to reach destination after leaving Havana.
United States, Colonies and Possessions.		One Day.
Argentina	55¢ for 1/2 ounce	Seven Days
Bahamas (Nassau)	10¢ " " "	One Day
Bolivia	40¢ " " "	Seven Days
Brazil, Para	50¢ " " "	Four Days
Brazil, Natal	50¢ " " "	Six Days
Brazil, Bahia	50¢ " " "	Six Days
Brazil, Rio de Janerio	50¢ " " "	Seven Days
Brazil, Santos	50¢ " " "	Eight Days
Canada	10¢ " " "	One Day
Colombia, Barranquilla	30¢ " " "	Three Days
Colombia, Buenaventura	30¢ " " "	Three Days
Costa Rica	20¢ " " "	Two Days
Curacao	30¢ " " "	Four Days
Chile, Arica	50¢ " " "	Five Days
Chile, Santiago	50¢ " " "	Six Days
Ecuador	30¢ " " "	Three Days
El Salvador	15¢ " " "	One Day
British Guiana	30¢ " " "	Three Days
French Guiana	30¢ " " "	Four Days
Dutch Guiana	30¢ " " "	Three Days
Guadalupe	20¢ " " "	Two Days
Guatemala	15¢ " " "	Three Days
Haiti	10¢ " " "	One Day
Honduras	15¢ " " "	One Day
British Honduras	15¢ " " "	One Day
Windward Islands (Santa Lucia)	20¢ " " "	Two Days
Leeward Islands (Antigua)	20¢ " " "	Two Days.
Virgin Islands	10¢ " " "	Two Days
Martinique	20¢ " " "	Two Days

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By AMF NARS, Date 05/04/89

Country	Tariff from Havana	Time required to reach destination after leaving Havana.
Mexico, Vera Cruz	10¢ for 1/2 ounce	Three days.
Mexico, Tampico	10¢ " " "	Three days.
Mexico City	10¢ " " "	Four Days
Nicaragua	15¢ " " "	Two Days
Panama	20¢ " " "	Two Days
Paraguay	55¢ " " "	Two Days
Peru, Lima	40¢ " " "	Four Days
Peru, Tacna	40¢ " " "	Five Days
Porto Rico	10¢ " " "	Two Days
Dominican Republic	10¢ " " "	One Day
Trinidad	20¢ " " "	Two Days
Uruguay	55¢ " " "	One Day
Venezuela(via West Indies)	30¢ " " "	Three Days
Venezuela (Via Central America)	30¢ " " "	Four Days
Canal Zone	20¢ " " "	Two Days.

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NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF 5100-b.
MIL. INTEL. DIV.

G-2 Report

4-1 2079-21

CUBA (Economic)

13

Subject: Domestic Enterprise in Employment of Commercial Aircraft.

JUN 8 1931
WAR DEPARTMENT
RECEIVED G/2 W. D. JUN 9 1931

1. The Compania Nacional Cubana de Aviacion Curtiss, which is operating domestic air mail and passenger service between Havana and Santiago, Cuba, recently inaugurated a mail and passenger service between Santiago, Antilla, Cayo Mambi and Baracoa.

2. This service gives promise of success, in view of the fact that the four cities mentioned are very inaccessible to each other by other means of transportation.

3. Although it is not possible to make the trip from Havana to Baracoa in a single day, a substantial saving of time is made in spite of the fact that a passenger arriving in Santiago by air is required to spend the night there and leave for Baracoa the following morning.

4. The flying equipment used on this line consists of two Sikorsky Amphibians.

5. SCHEDULE:

Santiago to Baracoa

Read down

Arrive A. M.	Leave A.M.		Arrive P.M.	Leave P.M.
---	9:30	Santiago	3:00	----
10:15	10:30	Antilla	2:00	2:15
10:55	11:10	Cayo Mambi	1:20	1:35
12:00	---	Baracoa	--	12:30

Baracoa to Santiago

Read up.

6. PASSENGER RATES:

	Santiago	Antilla	Cayo Mambi	Baracoa
Santiago	----	$ 8.00	$ 13.00	$ 20.00
(Round trip)	----	16.00	26.00	40.00
Antilla	$ 8.00	----	7.00	12.00
(Round trip)	16.00	----	14.00	24.00
Cayo Mambi	13.00	7.00	----	10.00
(Round trip)	26.00	14.00	----	20.00
Baracoa	20.00	12.00	10.00	----
(Round trip)	40.00	24.00	20.00	----

E R Quesada

E. R. QUESADA,
Lieut. Air Corps,
Asst. Military Attache for Air.

1st. Ind.

Office of the Military Attache, Havana, Cuba, June 3, 1931: To the Asst. Chief of Staff, G-2.

1. Approved.

J.J. O'Hare

J.J. O'HARE,
Major, General Staff,
Military Attache.

From M. A., Havana No. 3557 Date: June 3, 1931.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
1931

G-2 Report

5400-a.

4-1 2079-21

14

CUBA (Economic)

Subject: Air Routes.

RECEIVED G/2 W. D. JUL 27 1931

WAR DEPARTMENT

1. The Compania Nacional Cubana de Aviacion Curtiss has extended its Santiago-Havana air mail and passenger service to include the City of Cienfuegos in the Province of Santa Clara.

2. The present schedule is as follows:

HAVANA to SANTIAGO			SANTIAGO to HAVANA	
Arrives	Leaves		Arrives	Leaves
	6:30	Havana	12:20	
8:05	8:10	Cienfuegos	11:00	11:05
8:35	8:40	Santa Clara	10:30	10:35
9:45	10:05	Maron	9:15	9:35
10:55	11:00	Camaguey	8:25	8:30
11:45	11:50	Victoria de las Tunas	7:40	7:45
12:15	12:20	Holguin	7:10	7:15
1:00		Santiago de Cuba		6:30

E. R. Quesada

E. R. QUESADA,
Lieut. Air Corps,
Asst. Military Attache for Air.

1st. Ind.

Office of the Military Attache, Havana, Cuba, July 18, 1931:
To the Assistant Chief of Staff, G-2.

1. Approved.

J. F. O'Hare

J. F. O'HARE,
Major, General Staff,
Military Attache.

From M. A., Havana No. 3584 Date: July 18, 1931.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

G-2 Report 5100-c

OPER. & CHIEF OF STAFF
MAR 29 1932
WAR DEPARTMENT

5-1 2078-21
15

CUBA (Economic)

Subject: Activities of Foreign Interests in the Establishment and Operation of Industrial Aviation.

RECEIVED G/2 W. D. MAR 28 1932

1. It has been learned from a reliable source that there is a movement under way that will transfer the control of the Compania Nacional de Curtiss, a Cuban Company controlled by the Curtiss Key group of the United States and operating domestic air mail and passenger service on the Island, to Pan American Airways, Inc.

2. It is understood that the change would be the result of direct purchase of the Cuban company by the Pan American Airways and would, no doubt, be at a low price in view of the fact that the Curtiss Company has at all times operated at a loss in Cuba and it is believed that it is actually looking for a way out of its difficulties.

3. The reason for Pan American Airways' desire to gain control of this company is not clear. It may, however, be attributed to its desire to eliminate competition in Cuba. For the past year the two companies have made many deliberate attempts to block the efforts of each other. Should such an agreement be consummated, there is little doubt but that better service will be provided on the Island.

4. A detailed report of the negotiations will be forwarded in the immediate future.

Elwood R Quesada

Elwood R. Quesada,
Lieut. Air Corps,
Asst. Military Attache for Air.

Source: Personal Contact.

1st. Ind.

Office of the Military Attache, Havana, Cuba, March 18, 1932: To the Assistant Chief of Staff, G-2.

1. Approved.

J. J. O'Hare

J. J. O'Hare,
Major, General Staff,
Military Attache.

From M. A., Havana No. 3722 Date: March 18, 1932.

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NND 740058
By AMF NARS, Date 05/04/89

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G-2 Report

5100-c.

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
APR 4 1932

5-1 2079-21

76

CUBA (Economic)

Subject: Activities of Foreign Interests in the Establishment and Operation of Industrial Aviation.

WAR DEPARTMENT
RECEIVED G/2 W. D. APR 2 1932

1. Little has been accomplished during the past week towards the purchase of the Compania Nacional de Curtiss by the Pan American Airways, Inc. It is understood that an agreement has been reached which is acceptable to both parties in all its phases, except one: the desire of the Curtiss Keys group to insert a clause in the contract preventing the Pan American Airways from operating an airline anywhere on the South Atlantic coast of the United States between New York and Miami. The Curtiss organization offers in turn not to operate a line souht of Miami, in Mexico, or in the West Indies.

2. The Pan American Airways is desirous of preventing the insertion of such a clause, for the reason that their program for future expansion calls for a transatlantic service, using Charleston, S.C. as a western terminal. The disadvantages of such an agreement to the Pan American system are obvious, so they are using as an argument that such a clause would be in violation of the Sherman Anti-Trust Act, in that it would be a contract eliminating competition.

3. Should the Pan American Airways take over the Curtiss interests in Cuba, it is understood that there will be no obligation on its part to collect the outstanding debts due the Curtiss Company. This feature is insisted on, in view of the large sum of money due the Curtiss Company by the Cuban Government in payment for the operation of the domestic air mail service.

4. If an agreement between these two companies is reached, the Pan American Airways will make every effort to enter into a new contract with the Cuban Government. A change in policies and operating methods is also expected, the most drastic being the adoption of single engine planes, which could give more rapid and efficient service. The word "Curtiss" is to be dropped from the present name, but the Company is to continue operations as a Cuban cooperation.

Elwood R Quesada

Elwood R. Quesada,
Lieut. Air Corps,
Asst. Military Attache for Air.

Source: Personal Contact.

1st. Ind.

Office of the Military Attache, Havana, Cuba, March 29, 1932: To the Assistant Chief of Staff, G-2.

1. Approved.

J. J. O'Hare

J. J. O'Hare,
Major, General Staff,
Military Attache.

From M. A., Havana No. 3729 Date: March 29,1932.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

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G-2 Report 5400-a.

OFFICE OF THE CHIEF OF STAFF
M.I. INTEL. DIV.
APR 19 1932
WAR DEPARTMENT
RECEIVED G/2 W. D. APR 18 1932

5-1 2079-21

17

CUBA (Economic)

Subject: Air Routes.

1. During the past two months the two aviation companies doing business in Cuba (Pan American Airways and the Cia. Nacional Cubana de Curtiss, S.A.) have made several changes in their schedules.

2. The change of schedule for the Pan American Airways has been necessitated by their new policy of using exclusively Amphibian planes in the Caribbean area. This has also necessitated changes in their operating bases. The Company's field at Camaguey has been abandoned and in its stead a base has been established at Nuevitas, Facilities now exist at this town for servicing seaplanes. In addition to this, a flag stop has been established at Antilla.

3. The present schedule of planes from Miami to South America via the West Indies is as follows:

Sun. Wed.	Friday		Tue.Thu.Sat.
6:00 A.M.	6:00 AM.	Lv.Miami,Fla.....,Ar.	5:00 PM.
10:40 A.M.	10:00 AM.	Lv.Nuevitas,Camaguey.....Lv.	1:35 "
Flag Stop	Flag Stop	Lv.Antilla,Cuba.....Lv.	Flag Stop
3:10 P.M.	1:40 PM.	Ar.Port au Prince,Haiti..Lv.	9:30 A.M.

Mon.Thurs.			
6:00 A.M.	2:00 PM.	Lv.Port au Prince.....	.....
8:35 A.M.	4:20 PM.	Ar.San Pedro (Sto.Dom)...Lv.	7:20 A.M.
	Saturday		
8:35 A.M.	5:00 AM.	Lv.San Pedro (Sto.Dom)....	.....
11:00 A.M.	7:00 AM.	Ar.San Juan, P.R. .....Lv.	5:00 A.M.
Saturday	8:20 AM.	Lv.San Juan, P.R. .....Ar.	3:30 P.M.-Wed.
"	9:20 AM.	Lv.St.Thomas,V.I. .....Lv.	2:50 P.M. "
"	11:50 AM.	Lv.St.Johns,Antigua.....Lv.	12:20 P.M. "
"	2:00 PM.	Lv.Pt.Castries,St.Lucia..Lv.	9:50 A.M. "
"	4:15 PM.	Ar.Port of Spain,Trin....Lv.	7:00 A.M. "

4. The adaption of the American and Caribbean clippers (Sikorsky S-40) by the Pan American Airways for service between Miami and Havana has necessitated a change in schedule between Miami and Central America. This schedule is as follows:

Friday	8:00 AM.	Lv.Miami, E.S.T.....	Ar. 4:15 PM.	Wed.
"	10:15 AM.	Ar.Havana,E.S.T.....	Lv. 2:00 PM.	"
Fri.,Tue.	10:45 AM.	Lv.Havana,Cuba,E.S.T.....	Ar. 1:30 PM.	Wed.,Mon.
"	3:15 PM.	Ar.Merida,Mex.,C.S.T.....	Lv. 7:00 AM.	"

Wednesday	Saturday			Sunday	Wednesday
6:00 AM.	7:00 AM.	Lv.Merida,Mex.,C.S.T.....	Ar.	2:45 PM.	9:40 AM
7:45 AM.	9:30 AM.	Lv.Payo Obispo,Mex.,CST....	Lv.	12:45 PM	7:55 AM
---	11:05 AM.	Lv.Belize,B.H., C.S.T.....	Lv.	11:50 AM.	--
---	12:45 PM.	Lv.Pto.Barrios,Guat.CST....	Lv.	9:30 AM.	--
---	2:45 PM.	Ar.San Salvador,Sal.,C.S.T.	Lv.	7:00 AM.	--
Sun., Wed.	6:15 AM.	Lv.San Salvador,Sal.....	Ar.	3:45 PM	Sat.,Tues.
"	7:25 AM.	Lv.San Lorenzo,Hond.....	Lv.	2:45 PM	"
"	8:50 AM.	Lv.Managua,Nic.....	Lv.	1:30 PM	"
"	11:00 AM.	Lv.San Jose, C.R.....	Lv.	11:20 AM	"
"	1:15 PM.	Lv.David, R.P.....	Lv.	9:05 AM.	"
"	3:20 PM.	Lv.Panama City,R.P.....	Lv.	6:50 AM.	"
"	3:45 PM.	Ar.Cristobal,C.Z..... (E.S.T.)	Lv.	6:15 AM	"

From M. A., Havana No.3742 Date: April 13, 1932

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

5. The use of seaplanes in the Caribbean area has increased the passenger traffic greatly beyond expectations of the Company. During January and February of the present year, passenger traffic between Miami and Havana showed an increase of over 150 per cent more than the corresponding months of any previous year, and, despite the termination of the tourist season, the traffic continues to be considerably higher than in any previous year.

6. The Cia.Nacional Cubana de Curtiss, S.A. has also made several changes in its schedule, the most important being the time of departure. The schedule of their main route follows:

HABANA - SANTIAGO - GUANTANAMO

Eastbound			Westbound
7:30 AM.	Lv. Havana	Ar.	12:00 M.
9:00 "	Lv. Cienfuegos	Lv.	10:45 A.M.
9:30 "	Lv. Sta.Clara	Lv.	10:20 "
10:50 "	Lv. Moron	Lv.	9:25 "
11:45 "	Lv. Camaguey	Lv.	8:25 "
12:45 PM.	Lv. Manzanillo	Lv.	7:30 "
1:05 "	Lv. Bayamo	Lv.	7:10 "
1:45 "	Ar. Santiago	Lv.	6:30 "
3:00 "	Lv. Santiago	Ar.	6:25 "
3:30 "	Ar. Guantanamo	Lv.	6:00 "

7. In the past, the Santiago-Baracoa service was made daily and in the same direction. This schedule has been changed so that the direction is reversed on alternating days, and is at present as follows:

SANTIAGO-BARACOA

Eastbound Mon.Wed.Fri.			Westbound Tues. Thurs.Sat.
9:30 AM.	Lv. Santiago	Ar.	12:00 M.
10:30 "	Lv. Antilla	Lv.	11:20 AM.
11:10 AM.	Lv. Cayo Mambi	Lv.	11:20 AM.
12:30 "	Lv. Baracoa	Lv.	9:45 AM.
1:15 AM.	Lv. Guantanamo	Lv.	8:35 AM.
1:45 AM.	Ar. Santiago	Lv.	8:00 AM.

8. In addition to the above schedules, the Cia.Nacional Cubana de Curtiss, S.A. is running a weekly service (Tuesdays) to the Isle of Pines. This service has met with but little success.

J. J. O'Hare,
Major, General Staff,
Military Attache.

Source: Personal Contacts.

From M. A., Havana No. 3742 Date: April 13, 1932.

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NND 740058
By AMF NARS, Date 05/04/89

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G-2 Report

5100-c.

OFFICE CHIEF OF STAFF
M.I. INTEL. DIV.
APR 19 1932

5-1 2079-21

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CUBA (Economic)

WAR DEPARTMENT

27

Subject: Activities of Foreign Interests in Establishment and Operation of Industrial Aviation.

RECEIVED G/2 W. D. APR 18 1932

1. On April 13th announcement was made through the press of the purchase of the Compania Nacional Cubana de Aviacion Curtiss, S.A. by the Pan American Airways, Inc. Briefly, the terms of this agreement are:

(a) North American Airways, the holding company of the local Curtiss Company, is to receive a block of Pan American stock.

(b) A traffic agreement has been made in which Pan American Airways will not compete with North American Airways north of Miami, Florida, and, similiarly, North American Airways will not compete with Pan American Airways south of Miami.

(c) The local company, although becoming a separate division of the Pan American Airways, is to be called the"Compania Nacional Cubana de Aviacion".

(d) The Pan American Airways is to take over all of the local company's assets, including its equipment, flying fields, mail contracts, etc., but is to assume none of its liabilities.

(e) The stockholders of the local company will continue to hold stock in this company and this stock will not be interchangeable with the stock of the Pan American Airways, Inc.

(f) There is to be no change in the personnel nor equipment of the local company for the present time, but there will be a gradual change wherein Pan American employees and equipment will replace those of the local company.

(g) Pan American Airways expects to give up its concession at Camp Columbia and turn over its hangar space and offices to the Cuban Army Air Corps, with the understanding that these buildings will be turned back to Pan American Airways at any future time that they desire.

2. Several officials of the Pan American Airways are now in Havana working out the final arrangements of this transaction, and the results of their activities will be made the subject of a future report.

J. J. O'Hare,
Major, General Staff,
Military Attache.

Source: Personal Contacts.

From M. A., Havana No. 3747 Date: April 15,1932.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

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OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

2079-21
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WAR DEPARTMENT

G-2 Report

CUBA (Economic)

Subject: Activities of Foreign Interests in the Establishment and Operation of Industrial Aviation.

RECEIVED G/2 W. D. DEC 21 1932

Inauguration of Air Express Service in Cuba

1. The air express service which has been in operation between the United States and several of the South and Central American countries was recently made to include Cuba. The inauguration of this service was delayed due to the fact that Cuba only recently approved an airway bill covering express shipments. While the airway bill replaces all shipping documents in the case of shipments to some of the Latin-American countries, Cuba has not eliminated the necessity of a consular invoice on shipments from cities where there are Cuban Consulates, nor the payment of it by the consignee when shipments originate in places where there are no such offices.

2. Air express shipments made from the United States to Cuba are consigned to the Pan-American Airways, which assumes responsibility for the clearance through Customs, payment of duties, etc., these charges being collected from the ultimate consignee.

3. The charges from Miami to various points in Cuba served by the Pan-American Airways are as follows:

(a) Havana, Cienfuegos and Nuevitas: 25¢ per pound (or 200 cubic inches) or fraction thereof.

(b) Antilla: 29¢ per pound (or 200 cubic inches) or fraction thereof.

(c) The minimum charge on any air express package is $1.00.

4. In addition to the International Air Express Service, the Pan-American Airways operates the Compania Nacional Cubana de Aviacion, which maintains an air express service to all points served by its planes in Cuba.

J. J. O'HARE,
Major, General Staff,
Military Attache

Source: Embassy

From M. A., Havana No. 3958 Date: December 15,1932

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

For Official Use Only.

DEC 22 1932
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-21
5100-c
WAR DEPARTMENT

G-2 Report

4-1

CUBA (Economic)

Subject: Activities of Foreign Interests in the Establishment and Operation of Industrial Aviation.

RECEIVED G/2 W. D. DEC 28 1932

Increase of Airmail Postal Rates

1. By executive decree dated December 17, 1932, the postage rates for air mail within the national territory of Cuba were revised upward from five cents per ounce and five cents for each additional ounce or fraction thereof to five cents per half-ounce and five cents for each additional half-ounce or fraction therof.

2. It is known that the Government is greatly in arrears in its payments to the Compania Nacional Cubana de Aviation for its execution of the air mail contract on the island. The officials of this company have high hopes that the additional revenue derived from this increase of rates will enable the Government to meet its obligations to it.

J. J. O'HARE,
Major, General Staff,
Military Attache

Source: Official Documents and
Personal Contact.

From M. A., Havana No. 3965 Date: December 21, 1932.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Service Journals.

MIL. INTEL. DIV. WAR DEPARTMENT

6-1 2079-21

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G-2 Report 5100-c

CUBA (Economic)

Subject: Industrial Aviation.

(c) Activities of Foreign Interests in the Establishment and Operation of Industrial Aviation.

RECEIVED G/2 W. D. FEB 4 1935

National Air Record

1. On January 28th the first of the new 10-passenger Lockheed Electra passenger planes of the Cia. Nacional Cubana de Aviacion made the round-trip flight between Havana and Santiago de Cuba, a distance of approximately 1130 miles, in 5-1/2 hours flying time, which establishes a speed record on the Cuban airways. The plane was piloted by Manuel Quevedo, Chief Pilot of the Company. The former record was 3-1/2 hours flying time from Havana to Santiago - 565 miles.

2. The new plane arrived last week from Los Angeles, California, and is the first of a fleet of three Lockheed Electra planes which are to be operated by the Cia. Nacional Cubana de Aviacion under their new contract with the Cuban Government for carrying passengers and air mail. Within a few days a second plane will be brought from Los Angeles and the third one will probably reach here by the middle of March. These planes are operated by two super-charged 540 H.P. motors; they have a maximum speed of 220 miles per hour with a cruising speed of 195 miles per hour; they carry ten passengers comfortably and are equipped with the latest conveniences in commercial aviation..

3. It is intended to hook up with the parent company - Pan American Airways - and with the Eastern Air Lines, so as to afford a 24-hour service between New York and Santiago de Cuba.

T. N. Gimperling,
Lieut. Colonel, Infantry,
Military Attache.

Source: Press.

TNG:vm

From M.A., Havana No. 4871 January 29, 1935.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Service Journals.

DEC 4 1935 MIL. INTEL. DIV. WAR DEPARTMENT

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G-2 Report

CUBA (Civil Aviation)

Subject: Airports
Airways.

RECEIVED G/2 W. D. DEC 3 1935

New Airway to be Established

1. On December 2nd. a new airmail route will be inaugurated by the Cia. Cubana de Aviacion, which is a subsidiary of the Pan American Airways. The new route will follow the north coast of Cuba, with the western terminal at Rancho Boyeros (the Havana air port of the C.C.A.) and the eastern terminal at Camaguey. At the latter point the plane of this new route will connect with the regular mail plane of the same company on the Havana-Santiago route. Regular stops along the new route will be in Veradero, Motembo, Sagua la Grande, Caibarien, Yaguajay, Moron and Ciego de Avila. The daily plane will leave Havana at 8:00 A.M., arriving Veradero at 8:50 A.M. - Motembo 9:20 A.M., Sagua la Grande 9:55 A.M., Caibarien 10:25 A.M. Yaguajay 10:45 A.M., Moron 11:15 A.M. and Ciego de Avila 11:35 A.M., arriving Camaguey at 12:15 P.M. The return schedule will be: Leave Camaguey 1:00 P.M., Ciego de Avila 1:40 P.M., Moron 2:00 P.M., Caibarien 2:50 P.M., Sagua la Grande 3:20 P.M., Motembo 3:50 P.M., Varadero 4:20 P.M., arriving Havana at 5:00 P.M.

2. Motembo is shown in very small letters on the large wall map of Cuba, scale 1:500,000 (George Westermann, Braunschweig-Alemania). It is in Santa Clara Province, approximately two kilometers from the boundary line between Santa Clara and Camaguey. A straight line drawn between Colon and Corralitas would approximately run through the air-field at Motembo, this point being approximately 30 kilometers from Colon and approximately 20 kilometers from Corralitas.

3. The landing field at Veradero was being constructed during my visit there in July, 1935, when I inspected the field with the owner. It is cut through the heavy brush, on an extremely rough coral sur-face which latter had to be broken up, filled and carefully rolled. The field is approximately 600 yards long by approximately 100 yards wide. It was laid out by engineers of the Pan-American Airways, on the property of and very near to the fashionable summer resort and bathing beach of Colonel Silva, retired Cuban Army officer, about one mile southwest of the town of Veradero.

4. The landing field at Moron is a very large flat field, be-longing to the Manager of the Royal Bank of Canada of that town. It is said to be the flattest landing field in Cuba. The other landing fields mentioned, except that at the airport of Havana, are simple grass-covered fields with very small and simple airport stations.

5. The airplanes to be used on this new route are of the Ford type, which were replaced several months ago on the main airway route, Havana to Santiago, by modern high-speed Lockheed Electra planes (which was previously reported by this office). There has been considerable criticism of the new Lockheed Electras and it is possible that the Company may change back to the old Fords, for the reason that the dis-tance between several of the stops is so short and the speed developed by and the altitude necessary for the Lockheed Electras is so great that they are unable to gain sufficient altitude during the short flights, as for instance between Cienfuegos and Santa Clara.

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

Source: Press and Personal Observation.

Report No.5097 November 26,1935

TNG:vm

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

DEC 13 1935 OFFICE CHIEF OF MIL. INTELLIGENCE WAR DEPARTMENT

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AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE
HAVANA. CUBA.

December 7, 1935

No. 5105

Subject: Description of Airports.

To: Chief, Military Intelligence Division.
War Department, Washington,D. C.

RECEIVED G/2 W. D. DEC 12 1935

1. Reference request that this office furnish description of the airports at Preston and Cardenas, Cuba, as made in Evalnation of Reports dated November 25th, I have this date seen Mr.G. Grant Mason, Jr., President of the Cuban Aviation Company, who has promised to furnish me with blue prints of the several new municipally-owned airports which have been recently completed on the new northern air route of that Company, which has been described in report No. 5050, I.G. No. 9040, dated October 1,1935. Mr. Mason is not certain that he will be able to furnish this information with respect to the airport at Preston, which is owned by the United Fruit Company, however, if the description of the Preston airport is not furnished by him, I can, most probably, obtain the data from the United Fruit Company. 2079-15/4.

2. The data requested with respect to these airports will probably be furnished this office within the next two weeks.

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

TNG:vm

Copies retained in L/a.

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NND 740058
By AMF NARS, Date 05/04/89

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AMERICAN EMBASSY

OFFICE OF THE MILITARY ATTACHE
HAVANA. CUBA.

February 6, 1937.

No. 5137

Subject: Description of Airports.

To: Assistant Chief of Staff, G-2.

RECEIVED G/2 W. D. FEB 12 1936

1. Reference request made in Evaluation of Reports dated November 25, 1935, and letter from this office dated December 7, 1935, subject as above, I desire to report that Mr. G. Grant Mason, Jr., President of the Cuban Aviation Company, who had promised me blueprints and descriptions of the several new municipally-owned airports which have recently been put in use by his company, left a few days after my interview with him for Europe, and I have been unable to find any record to indicate that he gave instructions on this subject to any of his subordinates. However, Mr. Mason will return to Cuba within a few days and I shall take this matter up with him very soon after his arrival, and I am confident that he will obtain the desired data.

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

TNG:vm

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NND 740058
By AMF NARS, Date 05/04/89

For Official Use Only.

G-2 Report

CUBA (Civil Aviation)

Subject: Airports.

RECEIVED G/2 W. D. FEB 18 1936

Description of Airports

1. Reference Evaluation of Reports dated November 25,1935, report No. 5050, index 9040, and also letter from this office dated February 6, 1936, there is attached hereto a photostat copy of the map of the landing field at Preston (Oriente)Cuba. This was received February 12th by letter from one of the Vice Presidents of the United Fruit Company, who is Chief of the Cuban Division of the Company. This landing field is the property of the United Fruit Company, but is used by the Cia. Cubana de Aviacion. No description of the field accompanied the map; however, this data will be obtained and forwarded in the near future.

2. Mr. G. Grant Mason, Jr., President of the Cia. Cubana de Aviacion, returned several days ago from an extended trip to Europe. Immediately upon his return, the undersigned reminded him of his promise made prior to his departure for Europe to furnish this office with description and maps of the several municipally-owned airports used by his company on its northern route. (See report No. 5097, indices 8810 and 8820, dated Nov. 26, 1935). According to Mr. Mason, it is probable that his company may find it necessary to abandon this northern route between Havana and Camaguey, for the reason that the airports along the route, with the exception of Rancho Boyeros, Veradero and Moron, are municipally owned. The municipalities agreed to put these fields in suitable condition for landings and take-offs, which, however, they have failed to do. Recently an officer of the Cuban Army Aviation Corps inspected these fields and reported them as unsuitable and dangerous and recommended, furthermore, that they be condemned. The Cia.Cubana de Aviacion believes that, according to the agreement, the work of putting them in order should be done by the interested municipalities, especially in view of the fact that the company is operating this line at a financial loss. Mr. Mason further states that these municipally owned fields are simply unimproved pastures, very rough in spots, and the company has been compelled to keep the grass and weeds cut along the paths used for landings and take-offs. The company has no maps of these municipally owned airports.

3. The undersigned will request further data in the nature of a description of the United Fruit Company's landing field at Preston.

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

Source: Personal Contacts.

TNG:vm

1 encl.

From M.A., Havana Report No.5145 Date: February 13,1936.

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NND 740058
By AMF NARS, Date 05/04/89

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MAR 9 1936 MIL. INTEL. DIV. WAR DEPARTMENT

G-2 Report 8810

2079-15/21

CUBA (Civil Aviatiom)

Subject: Airports.

Description of Airports.

RECEIVED G/2 W. D. MAR 7 1936

1. Reference Evaluation of Reports dated November 25, 1935, report No. 5050, index 9040, and subsequent letters and reports on this subject, the undersigned, accompanied by two of the Vice Presidents of the United Fruit Company, made a personal inspection of the United Fruit Company's landing field at Preston, Oriente Province, Cuba.

2. This landing field is not equipped with electrical or other illumination, so would not be suitable for night landing. However, the above mentioned officials assured me that in case the War or Navy Department should desire to use this landing field, they were at liberty to do so, and that they (United Fruit Company) would move the fence on the north side and cut the brush and grass, permitting landing and parking facilities for military and naval planes, and also that they would install electrical current by tapping one of their power lines about half a mile distant. This work could and would be done upon request and could be completed within 24 hours.

3. This office has been unable to obtain a description and map of the landing field at Veradero, Matanzas Province. There is no landing field at Cardenas, which is several miles distant from Veradero. The Cuban Aviation Company uses on its northern (secondary) route the landing field at Veradero, which belongs to a former Cuban Army officer, Colonel Silva. This field was described in report No. 5097, indices 8810 and 8820, dated November 26, 1935. It is expected that a map with description of this landing field will be obtained in the near future.

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

Source: Personal Observation.

TNG:vm

From M.A., Havana Report No. 5152 Date: February 28,1936

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

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G-2 Report

CUBA (Civil Aviation)

Subject: Air Transportation.

Cuban Aviation Company Routes, Etc.

1. Several recent Decree-Laws, published in the Official Gazette of April 8, 1936, specify the routes of the Cuban Aviation Company and increases the Government subsidy for fifteen months from $2000.00 to $2533.33 per month. The Government has been in arrears for over three years, in the sum of $8000.00, in its payments of subsidy to this Company. This increase will liquidate the indebtedness at the end of the fifteen months.

2. In the fall of 1933, the Pan-American Airways was on the point of discontinuing its Cuban service, i.e. its inland routes. Mr. G. Grant Mason, Jr., President of the Cuban Aviation Company and Manager of the Cuban division of the Pan-American Airways, discussed this matter at much length with the undersigned. I strongly urged him to continue operation of the local Cuban company, even if at a loss, in order to avoid cancellation of its franchise. The service was maintained at considerable loss, until sometime after the inauguration of the Mendieta Government, when the Government subsidy was resumed. From September 1933 until February 1934, operation losses were met out of profits of the division of the Pan-American Airways operating between the United States, Cuba and Panama.

3. The Cuban Aviation Company operates three routes, the main route being - Havana, Cienfuegos, Camaguey, Preston, Santiago and Guantanamo; with one trip each way per day, carrying both passengers and air mail. Two Lockheed-Electra planes are used on this route.

Route No. 2: Between Santiago and Baracoa; one trip each way per day is made by a single Ford plane. Very little passenger traffic is carried but a great deal of mail, both ordinary and air mail, for the reason that there are no routes of communication by land with the town of Baracoa.

Route No. 3 was inaugurated during the summer of 1935, and has been previously described in reports from this office. The terminals of the route are Havana and Camaguey, and it is called the northern route. Two Ford planes operate on this route. There has been considerable difficulty with some of the municipalities due to lack of municipal interest in maintaining their so-called municipal airports in sufficiently good condition to warrant reasonably safe landings and take-offs. This route carries very few passengers and but a small amount of air mail.

4. The new contract which took effect on March 3, 1936, is for five years, and is more favorable to the Company than was the former five-year contract which expired on March 2nd.

T. N. Gimperling

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

Source: Official Gazettes
Personal Contacts.

TNG:vm

From M.A., Havana Report No. 5176 Date: April 22,1936

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NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Servic
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WAR DEPARTMENT

G-2 Report

CUBA (Civil Aviation)

Subject: Airways.

RECEIVED G/2 W. D. AUG 15 1936

1. The Cuban Government's subsidy to the Cia.Cubana de Aviacion (a subsidiary of the Pan-American Airways, Inc.) has been reduced for the current fiscal year from 82,000 pesos to 69,600 pesos. This was effected by mutual agreement between the Government and the Company's representative. It was also agreed to discontinue, effective August 1, 1936, the north coast route of the above named company (Havana-Veradero-Motembo--Sagua la Grande--Caibarien-Yaguajay-Moron-Ciego de Avila-Camaguey), which has been operating for about one year at a financial loss to the Company. (See report No. 5145, index No.8810, dated February 13,1936).

2079-21/25

Source: Embassy files.

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

TNG:vm

From M.A., Havana Report No. 5245 Date: August 5, 1936.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Service Journals

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G-2 Report

CUBA (Civil Aviation)

Subject: Airports.

Airports-Governmental and Commercial.

RECEIVED G/2 W. D. DEC 23 1937

1. There is given herewith a revised list of airports in Cuba, with the facilities available at each, and a list of other landing fields with such data as are available:

RANCHO BOYEROS: (Province of Habana). This official international airport of entry for Cuba lies one-half mile west of the town of General Peraza and eight miles south of the city of Habana. The field is irregular in shape, measuring approximately 2,500 by 2,500 feet. Hangar space, 120 by 150 feet; fuel, telephone, and transportation facilities (bus); repair shops and personnel for servicing. Weather data supplied from Government sources. Marked by a circle in center of field for day landing; obstruction hazards are high tension pole line east of field and buildings at southeast corner. Wind indicator on hangar - no beacon.

CAMP COLUMBIA: (Province of Habana). Cuban Army headquarters, seven miles southwest of Havana; 2,400 by 3,600 feet, retangular in shape and 198 acres in area; affords hangar space 90 by 100 feet with 18 feet clearance; personnel for servicing; facilities for fueling, telephone, and transportation. Obstruction hazards: telephone and electric pole lines on northwest, army hangars, northeast, Hotel Almendares, east, hangar, west; best landing and take-off area, polo field southwest corner field; Sperry beacon and signal lights. Wind indicator. Marked "Campo Columbia" on shop, north end of field.

SILVA: (Province of Santa Clara). One mile north of Cienfuegos, Cuba; 45 acres of irregular shape; grass surface, rolling gradient, very rough off runways; two landing strips, N.-S. 2,200 by 300 feet and N.E.-S.W. 1,450 by 300 feet; fueling facilities, telephone at field, telegraph in Cienfuegos; wind cone south side of field; telegraph in Cienfuegos; wind cone south side of field; obstruction hazards: high palm trees north side of field, telephone line and trees on west, palm trees on east; no beacon.

VICTORIA DE LAS TUNAS: (Oriente Province) Milligan Field, half mile east of city; approximately 100 acres in area, 2100 by 2000 feet, irregular in shape; grass surface, gradient slight toward south; marked by line circle center field; wind cone beside waiting station; obstruction, pole line on west and south, waiting station west side of field; no beacon.

MANZANILLO: (Oriente Province). Field one and one-half miles southwest of Manzanillo, about 200 feet from seashore; sod surface; gradient slight to west; communication over good road to city by taxicab. Wind cone south side of field; beacon lights.

BARACOA: (Oriente Province). One-half mile south of town in a valley adjacent to river; two runways at right angles, each about 100 meters wide; west-east runway 1,000 meters long; north-south runway about 750 meters long; gravel surface; transportation by taxicab; communication facilities in city.

SANTIAGO DE CUBA: (Oriente Province). Jesus Maria Field, one and one-fourth miles north of city; commercial airport, triangular, in area about 55 acres; one hard surface runway northwest-southeast; personnel for servicing, fueling and limited repairs; some spare parts; single nose hangar 26 x 90 by 16 feet clearance, south side of field; wind cone on nose hangar; telephone at field; automobile transportation to city; excellent approach from northwest; obstructions: trees and buildings at southeast end.

From M.A., Havana Report No.5504 December 10,1937

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Service
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MORON: (Camaguey Province).Canada Field, one and one-half miles southwest of city, bordering on railroad between Moron and Ciego de Avila; 100 acres, rectangular, 1917 by 2300 feet, all field available for landing and take-off except north corner after heavy rains; sod surfaced; fueling and limited repair facilities; automobile to city; telephone at waiting room east side of field. Wind cones center southwest side and east corner of field. Obstructions: pole lines and railroad along southeast side of field; small beacons.

GUANTANAMO: (Oriente Province). Commercial airport two miles bortheast of town, 1320 by 1320 feet; administration building southwest corner of field; communication facilities in town; transportation by taxicab; wind cone southeast corner of field.

SANTA LUCIA, MINAS DE MATAHAMBRE: (Pinar del Rio Province). Commercial airport 600 meters (.3728 of a mile) (656 yards) SE of Santa Lucia; 15 acres, cross runways, NE-SW 150 by 1600 feet and NW-SE 150 by 1950 feet; guards, fueling facilities, automobile to city for communications; prominent landmarks, two smokestacks 125 and 150 feet high on power plant at Santa Lucia on gulf coast 600 meters west of field; obstructions; aerial tramway cable 20 feet high passes 200 feet outside of field to west of runways; palm grove 500 feet north of field; wind cone tower 150 feet from intersection of runways. No beacons.

PRESIDIO MODELO:(Isle of Pines, Cuba). Cuban Government airport four miles east of Nueva Gerona, half mile north of Model Prison (Presidio Modelo); trapezoid, 1600 feet N-S and 1500 E-W; sandy-grassy surface, entire field available for landing and taking off at all times except rainy season; accommodations in Nueva Gerona; marked by solid white circle; wind cone on guard tower south side. Obstruction: mountain 1/4 mile west and 20-foot tower for prison guard center south side of field. No beacons.

AEROPUERTO GENERAL MONTEAGUDO:(Santa Clara Province). Field west of and adjacent to Santa Clara, Cuba, north of Central Highway between Santa Clara and Esperanza and south of railroad between the cities. Irregular shape 800 by 1800 feet, entire field available for landing and take off, red sandy-clay surface; administration building south side of field; transportation by bus and taxicab, communication and fueling facilities in city; name on roof of passenger station; wind cone on steel tower NW corner of field; obstructions: high tension line on 40-foot steel towers 200 feet north of north edge of field; high tension lines on 25-foot wooden poles 100 feet east of field. Beacons.

ESTRADA PALMA: (Oriente Province). Field 3/4 mile west of Central Palma, adjacent to railroad track, operated by Central Palma (sugar mill); triangular 60 acres, one landing strip NW-SE 2100 feet long, rock surface 8 inches deep. PALMA painted on roof of nose hangar at south end of field; telephone and telegraph at mill. Obstructions; pole line on NE side of field. No beacons.

PINA: (Camaguey Province). 8-3/8 miles southwest of Moron, north of and adjacent to railroad between Moron and Ciego de Avila, immediately south of sugar mill, Central Moron. There is a telephone. Train and automobile transportation to city; marked PINA in white rock on field; 52 acres, irregular, two landing strips, E-W 130 by 2600 feet and N-S 130 by 2900 feet, marked white rock lines 3 feet wide. Obstructions: fence four feet high encloses field. Railroad on west side of field. No beacons.

From M.A., Havana Report No.5504 Date: December 10, 1937

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CENTRAL SENADO (Camaguey Province). Situated 1/4 mile northeast of Central Senado; telephone at field, quarters at central. Single landing strip E-W, rectangular 150 x 1800 feet, grass surfaced; marked SENADO on shed north of runway; wind cone on shed. No beacons.

CUNAGUA (Camaguey Province) 800 feet ESE of Centra, Cunagua; irregular 66 acres, two landing strips, NE-SW 1600 feet, NW-SE 1600 feet, hard clay grass surface; telephone, telegraph, quarters and hospital at mill; wind cone near white circle center of runways. Obstructions: telephone line and railroad west side of field. No beacons.

CIENFUEGOS (Santa Clara Province). Constancia Field, 15 miles from city; private airport; rectangular, with sod surface; one runway, NE-SW, about 1500 by 1000 feet; other, approximately at right angles, 2145 feet long; railroad on north edge. Rough and hilly and unsafe for fast or heavily loaded planes; beacons; passenger station and emergency fuel supplies.

CAYO MAMBI (Oriente Province). Field 1/4 mile north of sugar mill Central Tanamo; on high ground surrounded by swamps and bayous; rectangular 300 by 2000 feet; one landing strip E-W 100 by 200 feet marked with white rock; quarters at sugar mill, telegraph at Cayo Mambi; wind cone on north side of field. No obstructions.

CIEGO DE AVILA (Camaguey Province). One and one-half miles northeast of town; no buildings or other facilities; emergency fuel supplies in town; two runways, approximately at right angles, each 100 meters wide; E-W 800 meters long; N-S, 750 meters; sod surface; excellent approach from west and south; obstruction hazard, telephone line at northeast end.

ANTILLA (Oriente Province). One mile northwest of Antilla; passenger station and telephone service. One hard surface runway, E-W, 30 meters wide and 640 meters long. Good approach from west, but buildings and trees at east end of runway.

PRESTON: (Oriente Province). About one and one-half miles south of town, 1000 feet east to west, 700 feet north to south; best approach east to west; river near east side. Field lies on top of a small hill and is quite level; obstruction hazards, two radio towers 225 feet above level of field on north side. No facilities except transportation to Preston and to railroad at Herrera.

2. The following are little more than landing fields, and available information indicates that no supplies are provided at any of them:

ALQUIZAR (Habana Province) Field about one mile southeast of town, ~~1000 feet north~~ and south by 1500 feet east and west. The approach is stated to be good. Sugar mill nearby.

BAINOA (Habana Province). Field about one hundred meters north of town, 600 feet north and south by 1200 feet east and west; telephone and telegraph lines west of field; approach good from all directions.

BAYAMO (Oriente Province). Field about one mile northeast of town, 2,000 feet by 2,000 feet, highway and telephone lines south of field.

CARABALLO (Habana Province). Field one-half mile northeast of town, 1640 feet north and south, 820 feet east and west; best approach from north and east; telephone lines to the west and south.

From M.A., Havana Report No. 5504 Date: December 10,1937

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EL GABRIEL (Habana Province). Field 350 feet northeast of town, 4710 feet east to west, 2,325 feet north to south; telephone lines south of field.

GUIRA DE MELENA (Habana Province). Field about one-half mile north of town, 1,066 feet north to south, 1,394 feet east to west; best approach from south; telephone line on southwest.

JARUCO (Habana Province). Field one-half mile from town; 6,560 feet east to west, 1,200 feet north to south; good approach from all directions.

LAS VEGAS (Habana Province). Field about one-half mile from town; 1,800 feet southwest to northeast, 1200 feet north and south; good approach from all directions.

MADRUGA (Habana Province). Field about three miles north of Madruga and one-half mile west of Robles village; 1,500 feet east and west, 2,000 feet north and south; contains small pools of water; approach good from all directions.

MANAGUA (Habana Province). One-half mile northeast of town, 900 feet east to west, 600 feet southeast to northwest; approach good from all directions.

MANATI (Oriente Province). One-half mile east of Manati sugar mill; 2,000 feet north and south, 1320 feet east and west; (golf course immediately south of sugar mill); good approach from all directions.

MELENA DEL SUR (Habana Province). About one mile northeast of town, 900 feet north and south, 900 feet east and west; highway on south side of field; approach good from all directions.

NIQUERO (Oriente Province). About one mile east of town, 1,230 feet north to south, 2,000 feet east to west; small stream on north side; approach good from all directions.

NUEVA PAZ (Habana Province). No. 1 field about one-half mile southwest of town, 1,640 feet square; best approach from west. No. 2 field one-half mile northwest of town, 900 feet north to south, 700 feet east towest; good approach.

RIO SECO (Habana Province). One-half mile southeast of town, 900 feet north to south, 650 feet east to west; best approaches from south and east; telephone lines on north side.

SABANA (Oriente Province). Field immediately south of town, 2,400 feet square; railroad and telephone lines east of field.

SAN ANTONIO DE LOS BANOS (Habana Province). Field one-half mile southwest of town, 900 feet north to south, 1,200 feet east to west; approach good from all directions.

SAN FELIPE (Habana Province). Field adjacent to town; 1,800 feet east to west, 900 feet north to south. (Former Cuban Army training field; fair condition.

SAN JOSE DE LAS LAJAS (Habana Province). One-half mile southwest of town, 900 feet north to south, 500 feet east to west; best approach north to south or vice versa. River on south side; cemetery at northwest corner.

From M.A., Havana Report No.5504 Date: December 10, 1937

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SAN LUIS (Oriente Province). One-half mile south of town, 600 feet northwest to southeast, 1,000 feet northeast to southwest; best approach southwest to northeast.

SAN NICOLAS (Habana Province). One-half mile north of town, 1,800 feet north to south, 1,500 feet east to west; cemetery in southeast corner; highway on east side; good approach from all directions.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source: Personal Contacts
and Observation.

EWT:vm

From M.A., Havana Report No. 5504 December 10,1937.

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DEC WAR DEPARTMENT

G-2 Report

CUBA (Civil Aviation)

Subject: Airports.

Pertinent Data Concerning
Cuban Airports-Governmental
and Commercial.

RECEIVED G/2 W.D. DEC 27 1937

1. Attached hereto will be found consolidated information giving pertinent data concerning Government and commercial airports in Cuba, together with a series of photographs and reports on some of the most important airports of Cuba's main airline between Havana and Guantanamo.

2. The initial cost of the Rancho Boyeros airport, Havana, was over $275,000, and annual maintenance costs have been approximately $2,000. It is difficult or virtually impossible to provide similar figures for other airports or seaplane bases in Cuba, since much of the construction work has been accomplished through cooperation between aviation companies, the Army, the civil government, municipalities, and private interests. This applies equally to the two government airports and all the commercial airports, with the exception of Rancho Boyeros.

3. Particular attention is invited to the airport at Camaguey (not covered in enclosure herewith as the aerial photograph gave little impression of the airport and the surrounding territory, the entire area being very flat). This field is owned by the Pan American Airways, Inc. (It is used, however, by their subsidiary, Cia. Nacional Cubana de Aviacion). This field has been designated as "General Ignacio Agramonte," and is located four and one-half miles northeast of the City of Camaguey on an excellent road. It is the belief of the undersigned that this field is the most appropriate one in the center of Cuba for use by large flights of combat aircraft, and due to the nature of the terrain, it can readily be converted into an aera capable of containing our entire G.H.Q. air force with a minimum of labor. The present facilities at this field consist of a passenger station with radio and telephonic communication; fueling facilities (normally 2000 gallons); and minor repair services. The present airport is 1000 meters east and west and 900 meters north and south. The entire area can be used for landing and can be doubled by the cutting of shrubs. The approaches are nearly perfect from all directions. I am informed by the Pan-American Airways, Inc., that with advance notice of two weeks, virtually any quantity of gasoline and oil can be laid down at Camaguey.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

2 Incls.of 9 pages each
concerning airports of Cuba.

Source: Personal Contacts.

EWT:vm

From M.A., Havana Report No.5510 Date: December 17, 1937.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

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2079-30-21

NAME	LOCATION	COMMUNICATIONS	GROUND FACILITIES	WEATHER REPORTING
Rancho Boyeros (Commercial)	½ miles west of town of General Peraza, and 8 miles south of capitol building in Havana.	Radio - telephone	Full hangar and shop maintenance; gas and oil.	No weather broadcasting nor balloon or meteorological observations. Weather conditions obtained by radio and information relayed to planes on schedule.
Cienfuegos (Commercial)	Two miles northeast of the city of Cienfuegos.	Radio relayed to airport by telephone from naval base.	Supplied by PAA maintenance at marine base.	None. Obtained by telephone from Pan American marine base.
Ciego de Avila (Commercial)	1½ miles northwest of the city of Ciego de Avila.	None.	Emergency gasoline supply.	None.
General Ignacio Agramonte (Commercial)	4½ miles northeast of City of Camagüey.	Radio - telephone	Limited; minor repairs; no spares. Oil and gasoline.	Local weather sent to planes on schedule by airport manager, by radio.
Manzanillo (Commercial)	1½ miles south of the City of Manzanillo.	None.	None.	None.
Antilla (Commercial)	1 mile northwest of the City of Antilla.	None	Gas, oil and repairs(minor) supplied by PAA marine base.	None. Obtained by radio from PAA marine base.
Preston (Commercial)	1¼ miles south of Central Preston.	Telephone	None.	None.
Santiago- San Pedrito (Commercial)	1¼ miles north of city.	Radio - telephone.	Full hangar and shop maintenance; gas and oil.	None. Weather conditions obtained by radio and information relayed to planes on schedule.
Teniente Morlote (Commercial)	2 miles north of city of Guantanamo .	Telephone	None.	None.

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By AMF NARS, Date 05/04/89

NAME	LOCATION	COMMUNICATIONS	GROUND FACILITIES	WEATHER REPORTING
Cayo Mambi (Commercial)	½ mile northeast of Central Tánamo.	None.	None.	None.
Baracoa (Commercial)	5 miles south of City of Baracoa.	Radio - telephone.	Gas and oil and minor repairs - no parts.	Obtained by telephone from city.
Presidio Modelo (Government)	½ mile north of model prison and 4 miles east of Nueva Gerona, Isle of Pines.	Telephone.	None.	None.
Columbia (Government)	7 miles southwest of City of Havana.	Radio - telephone.	Full hangar and shop maintenance; gas and oil.	Meteorological observatory. No weather broadcasting.
San Julian (Commercial)	5 miles southwest of the town of Guane, Pinar del Rio Province.	Radio - telephone.	Gas, oil and minor repairs.	None.
Havana(Arsenal) (Commercial)	Southwest shore of the Bay of Havana.	Radio - telephone.	Shop maintenance; gas and oil.	Weather conditions obtained by radio and information relayed to planes on schedule.
Cienfuegos (Commercial)	Bay of Cienfuegos, east of the City of Cienfuegos.	Radio - telephone.	Shop maintenance; gas and oil.	Weather conditions by radio and relayed to schedule planes.
Antilla (Commercial)	Bay of Nipe, Antilla. Southwest of town.	Radio - telephone.	Shop maintenance; gas and oil.	Weather conditions by radio and relayed to schedule planes.
Santiago (Commercial)	Northwest of the City of Santiago, on the bay.	Radio - telephone.	Shop maintenance; gas and oil.	Weather conditions by radio and relayed to schedule planes.

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Following is a list of fields formerly used as emergency landings, some having been used as regular stops on scheduled runs. No information is given relative to their condition at present due to the fact that they have not been used recently:

PINAR DEL RIO PROVINCE

Santa Lucia
La Coloma

HAVANA PROVINCE

Santa Cruz del Norte

MATANZAS PROVINCE

Varadero
Alacranes

SANTA CLARA PROVINCE

Zorrilla
Sagua la Grande
Constancia
Caibarien
Yaguajay
Casilda

CAMAGUEY PROVINCE

Moron
Cunagua
Senado
Santa Cruz del Sur
Nuevitas

ORIENTE PROVINCE

Manatí
Victoria de las Tunas
Bayamo
Níquero
Pilon
Holguin
Palma Soriano

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By AMF NARS, Date 05/04/89



"RANCHO BOYEROS AIRPORT"

HAVANA.

All-way field with clearly marked boundaries. Excellent approaches and runway distances varying between 750 meters and 1,000 meters. Sod surface in good condition. Adequate drainage.

Located one-half mile west of town of General Peraza and eight miles south of capitol building in Havana.

Passenger station, restaurant, full hangar, shop maintenance, and fuel facilities, radio, electric and telephone services. Weather information supplied by government bureaus, and clearance facilities for international planes upon advance notice. Frequent trolley, bus, or automobile connections with Havana-time by road about twenty minutes.

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By AMF NARS, Date 05/04/89



"CIENFUEGOS AIRPORT".

CIENFUEGOS.

Two runways approximately at right angles. Sod surface with fair drainage. N.E.-S.W. prevailing wind runway very rough and hilly, inadequate for use by fast or heavily loaded planes. Runway is approximately 650 meters long.

Small passenger station and emergency fuel supplies available at landing field. Full maintenance, fuel, water, telephone, and radio services available at Pan American Airways seaplane base in Cienfuegos Harbor, approximately two miles south of landing field over good road.

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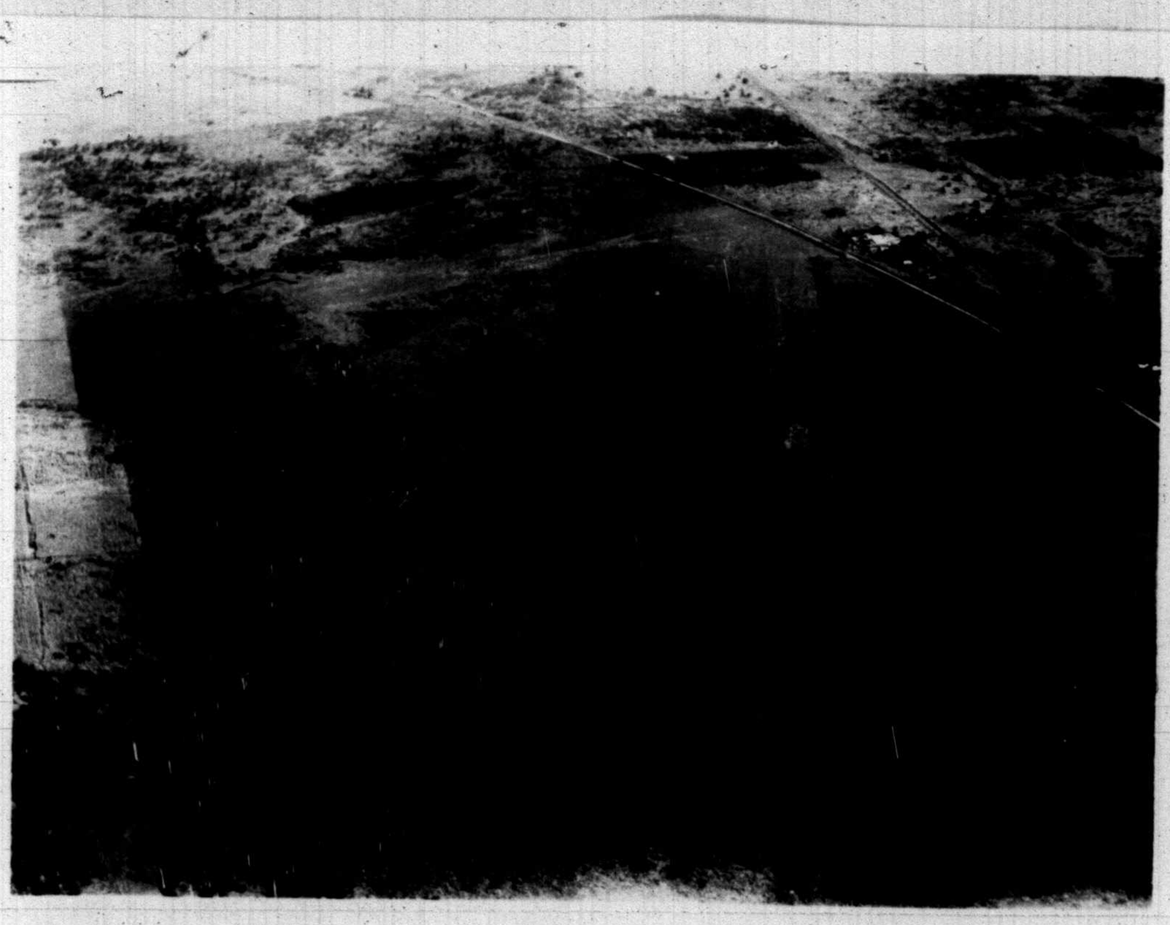
By AMF NARS, Date 05/04/89



"CIEGO DE AVILA AIRPORT"

CIEGO DE AVILA

Two runways approximately at right angles, each 100 meters wide, E.-W. runway 800 meters long and N.-S. runway 750 meters long. Both runways clearly outlined and surrounded by fences. Sod surface in good condition. Excellent approaches from west and south, but telephone line at northeastern end represents a hazard.

Location, one and one-half miles northwest of Ciego de Avila. No buildings or other facilities, although emergency fuel can be obtained from city.

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"MANZANILLO AIRPORT"

MANZANILLO

Two runways at right angles, each 100 meters wide, W.-E. runway 1,000 meters long and N.-S. runway 750 meters long. Both runways clearly marked and surrounded by fences. Sod surface in good condition and excellent drainage.

Airport located one and one-half miles south of City of Manzanillo over good road, but no buildings or other facilities available. Emergency fuel supplies and telephone service in Manzanillo.

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By AMF NARS, Date 05/04/89



"ANTILLA AIRPORT"

ANTILLA

One hard surface runway running from west to east, approximately thirty meters wide and 640 meters long. Prevailing wind from northeast. Excellent approaches from the west, but buildings and trees at the eastern end of the runway.

Airport located one mile northwest of City of Antilla. Passenger station and telephone service available, but full maintenance, fuel, weather and radio services available at Pan American Airways seaplane base in Antilla Harbor.

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By AMF NARS, Date 05/04/89



"JESUS MARIA AIRPORT"

SANTIAGO DE CUBA.

One hard surface runway running north and south, approximately 32 meters wide and 660 meters long. Excellent approaches from the north, but buildings and trees at the southern end of the runway.

Airport located one and one-fourth miles north of City of Santiago. Passenger station, hangar, full shop maintenance, fuel, telephone, and radio services available. Weather information obtained by radio from government bureaus. Pan American Airways seaplane base located three-fourths mile south of airport on "Malecón" section of water front.

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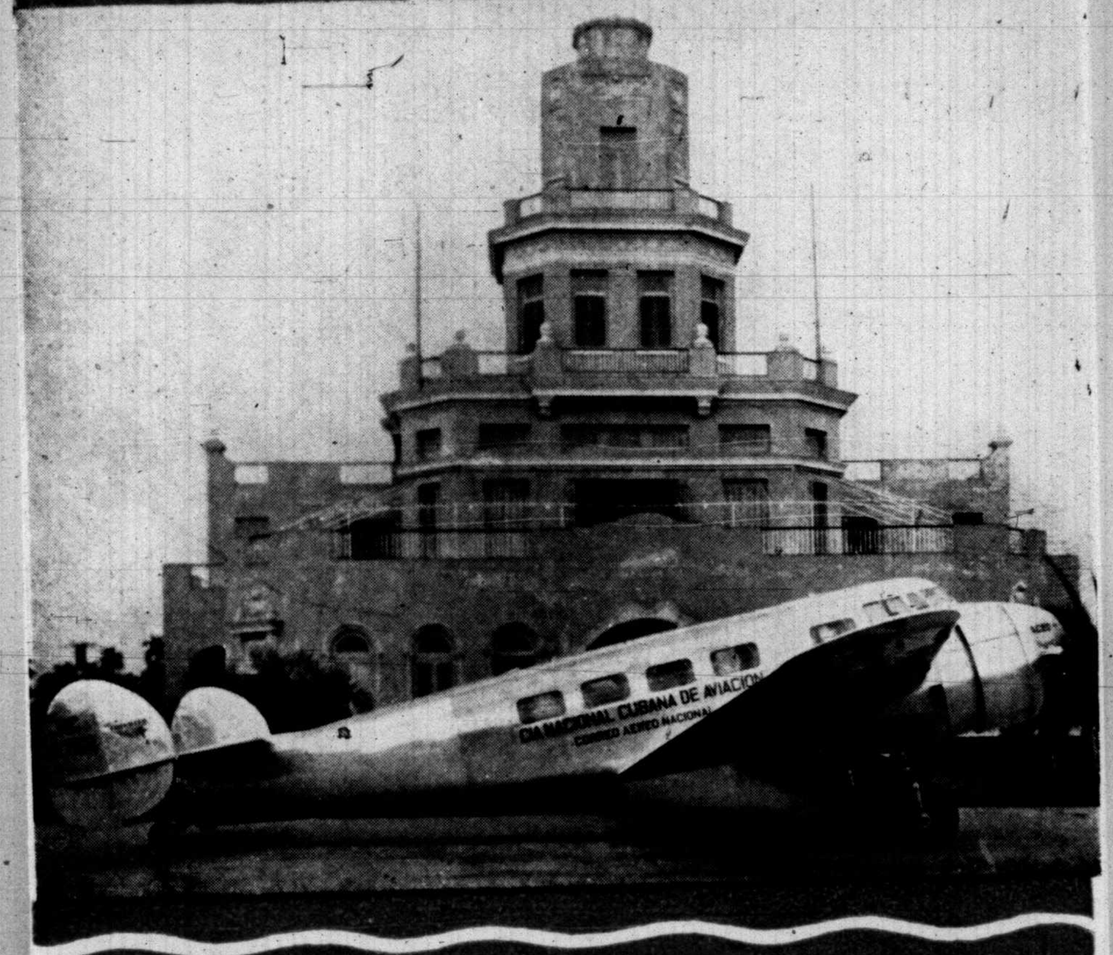
COMPAÑIA NACIONAL CUBANA DE AVIACION

Habana Santiago Guantánamo



Nassau y Tampa

Conexiones Internacionales

En vigor desde Julio 15, 1937

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

El correo aéreo permite más palabras con menos costo



TARIFA

120 días para los TICKETS de REGRESO

RUTAS DESDE LA HABANA	Habana	Cienfuegos	Ciego de Avila	Camagüey	Manzanillo	Antilla	Santiago	Guantánamo	Preston	Cayo Mambí	Baracoa
Habana	—	9.00	14.00	20.00	24.00	27.00	30.00	33.00	25.00	29.00	33.00
Cienfuegos	9.00	—	5.00	11.00	16.00	21.00	24.00	27.00	17.00	21.00	27.00
Ciego de Avila	14.00	5.00	—	6.00	11.00	16.00	19.00	22.00	12.00	16.00	22.00
Camagüey	20.00	11.00	6.00	—	5.00	11.00	14.00	18.00	8.00	12.00	18.00
Manzanillo	24.00	16.00	11.00	5.00	—	6.00	11.00	14.00	4.00	6.00	14.00
Antilla	27.00	21.00	16.00	11.00	6.00	—	5.00	8.00	5.00	10.00	16.00
Santiago	30.00	24.00	19.00	14.00	11.00	5.00	—	5.00	12.00	15.00	21.00*
Guantánamo	33.00	27.00	22.00	18.00	14.00	8.00	5.00	—	—	5.00	11.00
Preston	25.00	17.00	12.00	8.00	4.00	5.00	12.00	—	—	—	8.00
Cayo Mambí	29.00	21.00	16.00	12.00	6.00	10.00	15.00	5.00	—	—	—
Baracoa	33.00	27.00	22.00	18.00	14.00	16.00	21.00*	11.00	8.00	—	—

* Vía Antilla

10% de DESCUENTO en viaje de IDA y VUELTA

INFORMACION PARA LOS PASAJEROS

PASAJE DE IDA Y VUELTA. 10% de descuento. El billete de regreso tendrá validez por 120 días.

RESERVACIONES. Las reservaciones de regreso se deberán hacer en la Oficina correspondiente con la debida anticipación. Si el regreso es para el día siguiente de su llegada o para el mismo día, la reservación deberá solicitarse inmediatamente después de su llegada al aeropuerto de destino, o bien personalmente en la oficina de donde salió en el pasaje. No habiéndose hecho las reservaciones, estarán sujetas a disponibilidad.

EQUIPAJE. Se permiten 44 libras de equipaje. El exceso pagará 1½ por ciento del importe del pasaje.

CUPONES DE ESCALA. En la ruta aérea nacional se pueden hacer tantas paradas como ciudades intermedias haya hasta su destino. Para ello es necesario solicitar cupones de escala en el momento de sacar su pasaje en la oficina de donde parte. Si el término de su pasaje es de ida y vuelta, de sesenta días se le da un término de 120 días.

TRANSPORTE. La conducción desde nuestra Oficina Central en la Habana al aeropuerto de Rancho Boyeros, o viceversa, es por cuenta del pasajero al precio de 0.50 centavos en cada dirección. En las demás estaciones del interior es sólo de 0.25 centavos.

IMPORTANTE. No espere a última hora para llegar al aeropuerto. El avión tiene un itinerario que cumplir y sale a hora exacta.

CONEXIONES INTERNACIONALES

EN LA HABANA: para Miami, todos los días; para México, los jueves; para Centro América (vía Mérica), los jueves y (vía Cristóbal), los martes y sábados; para Sur América (vía Atlántico y las Antillas), los martes, jueves y domingos, y por (la vía del Pacífico), los martes y sábados.

CIENFUEGOS: para Jamaica, Colombia, Venezuela, Zona del Canal y la costa del Pacífico de Sur América, los martes y sábados.

ANTILLA: para Miami, las Antillas y Sur América (costa del Atlántico), los martes, jueves y domingos.

SANTIAGO: para Jamaica, los viernes; para Haití, República Dominicana y Puerto Rico, los sábados.

Viajar por el aire es un placer!

OFICINAS EN LAS RUTAS

HABANA: Prado, 74 - Teléfs.: M-8888, M-5966-67-68
CIENFUEGOS: Campomanes 2 - Teléfono A-937
CIEGO DE AVILA: Sr. N. Roselló Valdés, "Hotel Rueda"
CAMAGÜEY: Hotel Plaza
PRESTON: Sr. Antonio Urbina - United Fruit Co.
MANZANILLO: Sr. M. Arcas Campos - Estrada Palma, 35
SANTIAGO: Bajos del Hotel "Casa Granda"
GUANTANAMO: Sr. M. Vázquez - Vila
ANTILLA: Sr. Rafael Arrue - Ave. Cuba, 20 - Telf. No. 1
CAYO MAMBI: Sr. Luis Sollet Reyes
BARACOA: Sr. Manuel Camejo - Paseo, 61

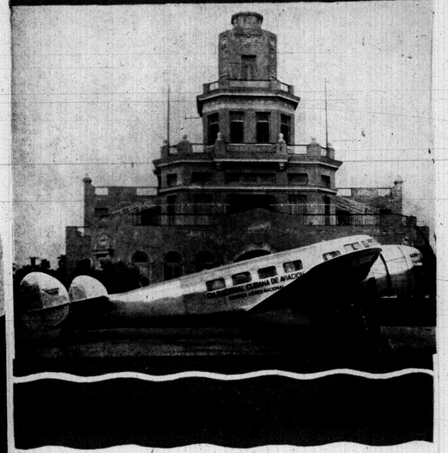
USE EL CORREO AEREO
LLEGA PRIMERO
SE LEE PRIMERO
SE CONTESTA PRIMERO

Capitolio Nacional, Habana.



COMPAÑIA NACIONAL CUBANA DE AVIACION

Habana Santiago Guantánamo



Conexiones Internacionales

SERVICIO DE PASAJE, CORREO Y EXPRESO

ITINERARIOS

RUTA 1. - HABANA - ANTILLA - GUANTANAMO

Mar. - Juev.	Dom.	Diario Excp. Dom.		Diario Excp. Dom.	Dom. Mar. - Juev.
1.30 p.m.	7.00 a.m.	7.00 a.m. Sale	HABANA	Llega 12.20 p.m.	5.20 p.m.
		8.00 a.m. Sale	CIENFUEGOS	Sale 11.35 a.m.	
		8.50 a.m. Sale	CIEGO DE AVILA	Sale 10.45 a.m.	
3.25 p.m.	8.55 a.m.	9.15 a.m. Llega	CAMAGÜEY	Sale 10.15 a.m.	3.30 p.m.
3.45 p.m.	9.15 a.m.	9.35 a.m. Sale	CAMAGÜEY	Llega 9.55 a.m.	3.10 p.m.
		10.15 a.m. Sale	MANZANILLO	Sale 9.20 a.m.	
	10.00 a.m.	10.40 a.m. Llega	ANTILLA (°)	Sale 8.40 a.m.	2.40 p.m.
	10.10 a.m.	10.50 a.m. Sale	ANTILLA	Llega 8.30 a.m.	2.30 p.m.
4.45 p.m.	10.30 a.m.	11.10 a.m. Llega	SANTIAGO	Sale 8.10 a.m.	2.10 p.m.
Mier. - Vier.					Mar. - Juev.
6.55 a.m.		11.40 a.m. Sale	SANTIAGO	Llega 7.50 a.m.	1.20 p.m.
7.15 a.m.		12.00 m. Llega	GUANTANAMO	Sale 7.30 a.m.	1.00 p.m.

RUTA 1-A. ESPECIAL
HABANA - CIENFUEGOS

Mar. - Sáb.		Juev. - Lun.
7.15 a.m. Sale	HABANA	Llega 5.20 p.m.
8.15 a.m. Llega	CIENFUEGOS (°°)	Sale 4.30 p.m.

(°°) Conexión para Jamaica, Colombia, Venezuela, Cristóbal (América Central) y Costa del Pacífico de Sur América.

RUTA 2. SANTIAGO - ANTILLA - BARACOA

Diario Excp. Dom.		Diario Excp. Dom.
10.10 a.m. Sale	SANTIAGO	Llega 9.20 a.m.
10.45 a.m. Llega	ANTILLA (°)	Sale 8.45 a.m.
10.55 a.m. Sale	ANTILLA	Llega 8.35 a.m.
11.05 a.m. Sale	PRESTON	Sale 8.30 a.m.
11.25 a.m. Sale	CAYO MAMBI	Sale 8.10 a.m.
12.00 m. Llega	BARACOA	Sale 7.30 a.m.

(°) Antilla es punto de conexión entre la Ruta Habana-Guantánamo y la Ruta Santiago-Baracoa diariamente excepto Domingos, y también entre la Ruta Miami-las Antillas y Costa del Atlántico de Sur América los Martes, Jueves y Domingos.

Moderno y rápido avión bimotor "Lockheed-Electra", en servicio entre la Habana, Santiago y Guantánamo



Interior de un avión trimotor "Ford", en servicio entre Santiago, Antilla y Baracoa.



DECLASSIFIED
NND 740038
By AMF NARS, Date 05/04/89



IMPRESO EN CUBA POR UCAR GARCIA Y CIA.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Service Journals.
6-1

DEC 22 1937 2079-21
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WAR DEPARTMENT

G-2 Report

CUBA (Civil Aviation)

Subject: Airways.

Established Airways-Description,Etc.

RECEIVED G-2 W.D. DEC 27 1937

1. Following is information concerning the location and description of each established airway in Cuba, commercial or Government-owned, when inaugurated, methods of lighting and meteorological service, and details of improvements:

(a) The international air lines of Pan American Airways, Inc. touch Cuba on various schedules at San Julian, Havana, Cienfuegos, Antilla and Santiago de Cuba. International schedules are enclosed herewith. The national air lines of the Compania Nacional Cubana de Aviacion, a wholly-owned subsidiary of Pan American Airways, Inc., operate their main route number one between Havana and Guantanamo with stops at Cienfuegos, Ciego de Avila, Camaguey, Manzanillo, Antilla, and Santiago de Cuba, and route two between Santiago de Cuba and Baracoa with stops at Antilla, Preston, and Cayo Mambi. Schedules of the national air lines are also enclosed herewith.

The international air lines inaugurated regular service between Havana and Key West, Florida, on October 28, 1927. The national air lines inaugurated regular domestic service within Cuba in November, 1930.

There are revolving beacons at Camp Columbia military field and Rancho Boyeros airport, Havana, but no other night flying equipment has been installed in Cuba as yet.

Weather information is obtained with the usual instruments and with balloon soundings at the Cuban National Observatory, and at the Pan-American Airways seaplane bases at Antilla and San Julian.

Improvements proposed for the immediate future include further night flying equipment at Camp Columbia military field and Rancho Boyeros, and general improvements on the airports of national route one between Havana and Guantanamo.

(b) Radio Control Equipment and Methods of Operation:
Planes of the Compania Nacional Cubana de Aviation now in operation are equipped with radio signal transmitter and receiver of the break-in system. They are all adjusted to one frequency of 5,692.5 kilocycles. The land stations located at Havana, Cienfuegos, Camaguey, Antilla, Santiago and Baracoa are equipped with one varied frequency transmitter, the frequency most in use being 5,500 kilocycles, and two receivers, one constantly synchronized on the plain band of 5,692.5 kilocycles. Planes report to land stations their geographical position every thirty minutes and constantly receive existing weather conditions from the proceeding station.

(c) Plans for Adding New Airways and Improvements of those Existing:
Except for lighting and airport improvements mentioned above, the only further improvements contemplated in the national and international air lines in the near future are those which normally are made from time to time as conditions warrant and sound business dictates. National and international schedules usually are modified on an average of two or three times a year in order that better service may be provided. The Cia. Cubana de Aviacion is considering a possible extension of an airline route from Havana through Cienfuegos to the City of Trinidad which does not have adequate train or highway connections.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source: President, Pan American Airways, Inc.

Incls. Schedules as stated above.
EWT:vm

From M.A. Havana Report No. 5511 Date: December 17, 1937

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Service

DEC 27 1937
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MIL. INTEL. DIV.

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8700 DEPARTMENT
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G-2 Report

RECEIVED G/2 W. D. DEC 27 1937

CUBA (Civil Aviation)

Subject: Air Transportation. (Scheduled).

1. Air transportation companies (domestic and foreign); capitalization, directorate or management and amount of Government subsidy, if any:

There are only two air transportation companies operating in Cuba. All international air lines are operated by Pan American Airways, Inc., and all national air lines are operated by the Compania Nacional Cubana de Aviacion, a wholly owned subsidiary of Pan American Airways, Inc.

Through the means of domestic air mail contracts, the Cuban Government pays the Compania Nacional Cubana de Aviacion a monthly subsidy of $5,800, but it should be noted that Cuba receives the benefit of a special agreement between the United States and Cuban postal administrations whereby the two countries offer each other the free use of their domestic air mail services and this benefit more than offsets the subsidy paid by the Cuban Government.

2. Service rendered; character of service and schedule of each company or merger. Number of pilots, both national and foreign; number of ground personnel:

Pan American Airways, Inc., operates all the international air lines serving Cuba, under international air mail contracts with the Cuban government, and provides international air mail, passenger, and express service direct to all the republics and many of the colonies of the Americas.

The Compania Nacional Cubana de Aviacion, a wholly-owned subsidiary of Pan American Airways, Inc., operating under domestic air mail contracts with the Cuban Government, provides national air line service for air mail, passengers, and express, to the most important cities and communities of the Republic.

The Compania Nacional Cubana de Aviacion acts as agent in Cuba for Pan American Airways, Inc., and in that capacity employs eight pilots, three co-pilots, and three radio flight operators, all of Cuban nationality, for the domestic air lines, and 109 employees on the ground for the national and the international air lines. Pan American Airways, Inc employs only four executives in Cuba to act as representatives under powers of attorney.

3. Equipment: Number of airplanes (make and type in service and number in reserve. Characteristics of Aircraft, engines and equipment; identification marks and coloring:

The Compania Nacional Cubana de Aviacion owns eight airplanes as follows:

Three LOCKHEED ELECTRAS NM 15 NM 16 NM 17		Two WRIGHT FORDS NM 5 NM 18
Type of Plane:	10-C	4 A-TE
	Low wing monoplane Two motors	Three motors
Type of Motor:	Wasp SC 1 Rated at 450 HP at 6000' Rated at 550 HP at take-off, sea level	Wright R-975 D Rated 330 HP each
Color:	Alumimum	Constructed of Alclad Aluminum color.

From M.A., Havana Report No.5512 Date: December 17, 1937

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

Compania Cubana de Aviacion equipment continued:

One WASP FORD - NM 3

Type of Plane:	5 ATC three motors
Type of Motor:	Wasp Center motor is a Wasp C- 450 HP at sea lewel Right and left motors are Wasp B- 420 HP each at sea level.

There are three Electras in active service at Havana; two Fords in active service at Santiago and one Ford in active service at Havana. There is one Ford (Wright) NM 4 in reserve and under repair at Rancho Boyeros. There is one Curtiss Robin NM 2 with a Challenger motor of 185 HP., which is a single-motor ship and is held in reserve for miscellaneous flying at Havana.

All of the above mentioned planes are lettered on both sides as follows:

"CIA. NACIONAL CUBANA DE AVIATION."
"CORREO AEREO NACIONAL."

4. Last Annual statistics on all air traffic, passengers, mail, freight and accidents: Consolidated reports of the international and the national air lines are shown below:

PAN AMERICAN AIRWAYS, INC.

MAIL

International mail, passenger and express movement through Havana, Cuba, for the year 1937:

INCOMING Lbs.	Oz.	OUTGOING Lbs.	Oz.
32,513	1½	36,345	15

EXPRESS

30,541	6,541

PASSENGERS

Miami	Merida	Kingston	Miami	Merida	Kingston
9913	137	292	10,202	97	221

PLANES

568	53	82	568	54	81

CIA. NACIONAL CUBANA DE AVIACION, S.A.
Mail, passenger and express movement of domestic air line for 1937:

MAIL

Air Mail	First Class	Third Class	Total
10,749 lbs.8 oz.	12,737 lbs.	99,736 lbs.	123,222 lbs.8 oz.

EXPRESS
25,564 pounds.

PASSENGERS

Route 1	Route 2	Route 2-B	Route 3	Total
4,777	3,863	975	957	10,572

From M.A., Havana Report No. 5512 Date: December 17,1937

No Objection to Publication in Service Journals

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NND 740058
By AMF NARS, Date 05/04/89

5. General statement of financial condition:

The Military Attache was courteously informed that for a general statement regarding the financial condition of Pan American Airways, Inc., and its subsidiary, Compania Nacional Cubana de Aviacion, reference must be made direct to the executive offices of the Pan American Airways system in the Chrysler Building, Lexington Avenue and Forty-Second Street, New York, N. Y., by the War Department. This also applies to capitalization, directorate or management of these two companies.

6. Present and proposed plans for expansion in numbers and types of planes and routes:

Except for possible improvements in the national and international air lines in the comparatively near future, as outlined in report No.5511, (index 8820) dated December 17, 1937, it is possible that the Compania National Cubana de Aviacion will use Douglas DC 2 airplanes with Wright motors on Cuban national air line route one between Havana and Guantanamo commencing sometime in the Fall of 1939. One additional tri-motor Ford airplane with Wasp motors is expected to be received by the same Company before the end of 1937, delivery being made from the Mexican division of the Pan American Airways, Inc.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source: Personal Contacts.

EWT:vm

From M.A., Havana Report No.5512 Date: December 17, 1937

No Objection to Publication in Service Journals

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Service Journals
JAN 14 1938 WAR DEPARTMENT

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G-2 Report 8800

CUBA (Civil Aviation)

Subject: Airports, Airways, Seaplane Bases-General.

Pan-American Airways' Improvement Program.

RECEIVED G/2 W.D. JAN 13 1938

1. Mr. G. Grant Mason, Jr., foreign representative of Pan American Airways, Inc., in Latin-America, informed me this date of an airport improvement program that his company intends to inaugurate in the vicinity of Havana to facilitate their own operations as well as to act as a lever to extract some $115,000 in back payments due them on Cuban air mail contracts.

2. This airport improvement program contemplates the expenditure of some $125,000 - $80,000 of which is to be expended at the present Rancho Boyeros airport and $40,000 of which is to be expended in the establishment of an adequate seaplane base at San Felipe inlet on the south shore of Havana Harbor opposite the Central Railway Station. In other words, Pan American Airways plan to immediately invest in Cuba the amount due them on air mail contracts and not to "feed the starving octopus of Wall Street."

3. Pan American Airways by judicious expenditure of some $25,000 has completed the purchase of sufficient land in the vicinity of their present airport at Rancho Boyeros to construct a Grade "A" airport with prevailing wind runway of over 5000 feet and a cross-wind runway of 3000 feet. An additional hangar - 90 x 110 feet - costing approximately $40,000 - will be set up in this field, and some $15,000 will be spent in general improvements of present facilities.

4. The contemplated seaplane base at San Felipe entails the free lease of government land, which has tacitly been agreed upon by Colonel Batista, in exchange for the present Pan American Airways' hangar now at Camp Columbia air field. A further expenditure of some $40,000 in the construction of hangars, ramps and offices, will be made at San Felipe. It is believed that Mr. Mason has been most adroit in the handling of this entire matter, as he has gained the support of Colonel Batista by his offer of the hangar at Camp Columbia as well as the establishment of a Grade "A" airport at Rancho Boyeros. (It is understood that upon completion this Rancho Boyeros field will be one of the five or six Grade "A" fields on the American Continents).

5. The cooperation of Colonel Gonzalez, Chief of the Navy, has been secured by the offer of Cuban naval aviation participation in the facilities of this new seaplane base.

6. It is the opinion of the Military Attache, based upon conversations with officers of the Cuban Army and Navy General Staffs, and the reputation of the Pan-American Airways, that this program of improvement will be consummated.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source: Personal Contacts.

EWT:vm

From M.A. Havana Report No.5522 Date: January 8,1938.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Service Journals.

8810

G-2 Report

APR 20 1939
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.

CUBA (Civil Aviation)

Subjects: AIRPORTS.

C-1 2078-21
34

WAR DEPARTMENT
APR 19 1939
RECEIVED G-2 W. D.

Airport Facilities of Cuba.

1. Reference letter dated February 23, 1939, file G2/183-296, subject Airports in Latin-America, the following information on airports in Cuba is submitted:

Name of Airport

(1) Rancho Boyeros

a. Latitude and Longitude: 23°04 N./82°25 W.
b. Distance and direction from nearest town: 8 Miles south of Havana.
c. Altitude: 300 ft.
d. Size of runway and its construction; feasibility of extension: N.W.-S.E.-3000 ft. N.E.-S.W.-2800 ft. N.S.2500 ft. Sod.
e. Hangar Construction: Full hangars
f. Communication facilities: Radio (wireless) telephone.
g. Lighting facilities: None except beacon.
h. Type and amount of transportation facilities available: Bus, railroad and taxi.
i. Octane rating of fuel-grade oil available: 80 Octane.
j. Who operates the airport: Cia. Cubana de Aviacion.
k. Best approaches: S. W. or N.W.
l. Quarters which would be available for personnel: Hotel accommodations in Havana.
m. Prevailing wind: NE. E. SE.
n. New runway Completed april 1941

(2) CAMP COLUMBIA

a. 23°05 N/82°-25 W.
b. 7 Miles southeast of Havana.
c. 300 ft.
d. 2500 x 2500 feet. Irregular shape. Sod.
e. Full hangars.
f. Telephone
g. Beacon-signal lights.
h. Motors
i. 80 octane
j. Cuban Army Air Corps
k. From SW.,South, or Southeast.
l. Hotels in Havana.
m. Unknown.

(3) Silva (Cienfuegos)

a. 22°-10 N./80°-25 W.
b. 1 Mile northeast of Cienfuegos.
c. 100 ft. approximately.
d. N. S. 2200 x 300 ft. NE - SW 1450 x 300 ft. Grass. Rolling.
e. None
f. No radio -- telephone and telegraph in city.
g. None
h. Taxi
i. 73 octane (80 can be secured).
j. Cia.Cubana de Aviacion.
k. From south. Obstructions to north, west and east of field.
l. Hotels in Cienfuegos.
m. North, northeast, East.

From M.A., Havana Report No.5696 Date: April 10, 1939.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Service Journals.

Name of Airport

(4) Manzanillo

a. Latitude and longitude: 20°18 N/77°-08 W.
b. Distance and direction from nearest town: 1½ miles south of Manzanillo.
c. Altitude: Information not obtainable.
d. Size of runway and its construction; feasibility of extension:
West-East 3000' x 300'; North-South 2500 x 300'. Sod. Good drainage.
e. Hangar construction: None.
f. Communication facilities: None.
g. Lighting facilities: None.
h. Type andamount of transportation facilities available: Taxi.
i. Octane rating of fuel and grade of oil available: None
j. Who operates the airport: Cia. Cubana de Aviacion.
k. From North, South, or Southeast, best approaches.
l. Quarters which would be available for personnel: Hotels in Manzanillo.
m. Prevailing winds: Unknown.

(5) Baracoa

a. 20°-20 N/74°-30 W.
b. 5 miles south of the city.(Baracoa)
c. 250'
d. 1950' x 60' North-south. Turf and gravel.
e. None
f. Telephone, telegraph and radio in city.
g. None
h. Taxi and bus.
i. 73 octane.
j. Cia. Cubana de Aviacion.
k. North and south
l. A few in city.
m. North.

(6) "Jesus Maria"(Santiago de Cuba)

a. 20°-02 N/75°-47 W.
b. 1¼ miles north of city of Santiago.
c. 20'
d. 2800' x 100'NNW-SSE. Rocked.Mountains N.E. W.
e. Full Hangar
f. Radio, telephone and telegraph.
g. None
h. Taxi
i. 73-80 octane.
j. Cia. Cubana de Aviacion.
k. North, east and west. High tension wires on south side.
l. Hotels in city.
m. East, southeast.

(7) "Teniente Morlote" (Guantanamo)

a. 20°-9 N/75°-12 W.
b. 2 miles north of city.
c. 75 feet.
d. N. S. 2300 x 800'. Grass - rolling.
e. None
f. None
g. None
h. Taxi.
i. 80 octane
j. Cia. Cubana de Aviacion.
k. North and south.
l. In City.
m. North-east and southeast.

From M.A., Havana Report No. 5696 Date: April 10,1939.

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Service Journals.

8810

G-2 Report

NAME OF AIRPORT

(8) SANTA LUCIA (Matahambre Mines)

a. Latitude and longitude: 22°-40'N/83°-58'W.
b. Distance and direction from nearest town: 2000 ft.SE.station Sta.Lucia, 2000 ft.east two stacks of power plant Santa Lucia.
c. Altitude: 20 feet.
d. Size runway and its construction; feasibility of extension: NE-SW 1600' X 150'. NW-SE - 1050' x 150'. Grass and dirt.
e. Hangar construction: None
f. Communication facilities: Telephone in city. No radio.
g. Lighting facilities: None
h. Type and amount of transportation facilities available: Taxi.
i. Octane rating of fuel and grade of oil available: Information not available.
j. Who operates the airport: Mines of Matahambre (Minas de Matahambre)
k. Best approaches: North, East, South. Wires 20' high 200' west of field.
l. Quarters which would be available for personnel: In city.
m. Prevailing wind: Northeast, East, SouthEast.

(9) PRESIDIO MODELO (Nueva Gerona, Isle of Pines)

a. 21°-50'N/82°-40' W.
b. 1 mile east of Nueva Gerona. 1/6 mile northwest of the Model Prison.
c. Altitude: Accurate information not obtainable.
d. Size runway and its construction, etc: Natural grass - wet in rainy season.
e. Hangar construction: None
f. Telephone. No radio.
g. None
h. None
i. None
j. Cia. Cubana de Aviacion.
k. North, east, south. High ridge to west of field.
l. In Nueva Gerona.
m. East.

(10) CENTRAL SENADO

a. 21°-35'N/77°-37'W.
b. 1 mile south of Senado.
c. Altitude not obtainable.
d. Runways L shape - 1100' x 1200'.
e. Small, private.
f. None
g. None
h. None
i. None
j. Private (Central Senado owners)
k. Clear all sides.
l. At the Central - limited.
m. Unknown.

(11) CAYO MAMBI

a. 20°-40N/75°-15 W.
b. 1/4 mile north of Central Tanamo.
c. 20 feet.
d. East-west 2000' x 100'. Clay.
e. None
f. None
g. None
h. None
i. None
j. Cia. Cubana de Aviacion.
k. West
l. At Central Tanamo
m. East-northeast.

From M.A., Havana Report No. 5696 Date: April 10,1939

Fr

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Service Journals.

NAME OF AIRPORT

(12) CIEGO DE AVILA

a. Latitude and longitude: 21°-47'N/ 78°-47 W.
b. Distance and direction from nearest town: 2 miles north of town.(Ciego de Avila)
c. Altitude: Accurate information not obtainable.
d. Size runway and its construction; feasibility of extension: North-south 2200'-SSW NNE 1600'. Clay.
e. Hangar construction: None
f. Communication facilities: None
g. Lighting facilities: None
h. Type and amount of transportation facilities available: None
i. Octane rating of fuel and grade of oil available: None
j. Who operates the airport: Cia. Cubana de Aviacion.
k. Best approaches: North and south.
l. Quarters which would be available for personnel: Small hotel in city.
m. Prevailing wind: Northeast.

(13) CAMAGUEY

a. 21°-30'N - 77°-50'W.
b. 4-3/8 miles northeast of town of Camaguey.
c. Altitude 345 feet.
d. All-way field. 2639'x3625'. Grass surface. Unlimited extension is possible, as no obstructions except railroad to northwest of field.
e. None
f. Radio and telephone.
g. None
h. Taxi.
i. 80 octane
j. Cia. Cubana de Aviacion.
k. Telephone wires to northwest of field. All other approaches good.
l. Good hotels in city of Camaguey
m. E. NE. (NE in winter).

(14) ANTILLA

a. 20°-51'N/75°-44'30"W.
b. 1 mile northwest of Antilla.
c. Altitude: Accurate information not obtainable.
d. West and east 1900' x 100'. Gravel
e. None
f. Radio (Pan American Airways Marine Base)
g. None
h. Taxi
i. 73 and 80 octane
j. Cia. Cubana de Aviacion
k. West - buildings and trees to east.
l. Hotels in Antilla.
m. Northeast.

(I5) PRESTON

a. 20°-46'30"N/75°-39'W.
b. 1¼ miles south of Central Preston (United Fruit Co.)
c. Altitude: Accurate information not obtainable.
d. Exact size not known. Sod.
e. None
f. None
g. None
h. None
i. None
j. Owned by United Fruit Company but operated by Cia.Cubana de Aviacion.
k. Unknown
l. None
m. Unknown.

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NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Service Journals.

2. The last detailed report from this office on the subject under discussion (No.5504, index as above, dated December 10, 1937) lists certain airports not shown herein for the reason that they are no longer in use. They are as follows:

Victoria de las Tunas.
Moron
Aero Puerto General Monteagudo
Estrada Palma
Pina
Cunagua.

3. As stated in the above mentioned report (No. 5504) the fields listed below are merely landing fields and it is impossible to obtain detailed information in regard to them. In each case they have not been maintained for a considerable number of years, and would thus be dangerous to use even as emergency fields. They are difficult of recognition from the air, and the latitude and longitude would not be of value in the case of these fields, which are --

Alquizar
Bainoa
Bayampo
Caraballo
El Gabriel
Guira de Melena
Jaruco
Las Vegas
Madruga
Manati
Melena del Sur
Niquero
Nueva Paz
Rio Seco
Sabana
San Antonio de los Banos
San Felipe
San Jose de las Lajas
San Luis
San Nicolas

4. It has not been possible to locate any aeronautical maps or charts in Havana, and the Pan American Airways, the best source of information on this subject, states that there are no such maps or charts available. They are of the opinion that the map which was made by the U.S. Military Intelligence Division, Geographical Branch, in 1934, is the best map obtainable for this purpose. They also mentioned the map called "Carte de la Republica de Cuba, scale 1:500,000; creator George Westerman, Braunschweig, Germany." The price of this map is $10.00, but the files in this office indicate that the Geographic Branch is now in possession of one or more of these maps. It is not, of course, an aeronautical map.

Henry A. Barber, Jr.,
Major, GS., Infantry,
Military Attache.

Source: Pan-American Airways.

HAB:vm

From M.A., Havana Report No. 5696 Date: April 10,1939

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NND 740058
By AMF NARS, Date 05/04/89

CONFIDENTIAL

G-2/2079-21

G-2 Emb —
CHM/EMB

APR 26 1941
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
2079-21
35
WAR DEPARTMENT

March 31, 1941

Subject: Enlargement of Cuban Airfields.

To: The Military Attache, Havana, Cuba.

2056-250/32

Reference your Report No. 6022, March 5, 1941, "Comment on Current Events, No. 31", complete information is requested at your earliest convenience concerning the improvement to landing fields at Rancho Boyeros and at Camp Columbia. It is not essential that blueprints be procured at this time, but it is desirable to know:

a. The existing facilities at both points.

b. The improvements contemplated. No further improvements

c. The estimated date of completion. completed

d. Present status of the project. completed

For the Acting A. C. of S., G-2:

A. R. HARRIS,
Lieut. Colonel, General Staff,
Chief, Liaison Branch.

djp

MAILED G/2 W D G S. APR 2 - 1941

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NND 740058
By AMF NARS, Date 05/04/89

6054

CONFIDENTIAL

Classification

One (1) map Enclosures
2079-21
36
Record Section File No.

Copy No. 6-1 For Record Section Only

MILITARY INTELLIGENCE DIVISION
WAR DEPARTMENT GENERAL STAFF
MILITARY ATTACHÉ REPORT Cuba

Country Reported On

Subject AIR POSTS
Brief Descriptive Title

I.G. No. 9185

Source and Degree of Reliability:

RECEIVED G/2 W. D. APR 23 1941

Manager, Pan American Airways,
Reliable.

Summarization of Report
When Required

RANCHO BOYEROS.

In Comments on Current Events Enter Item Headings Here

Enlargement of Cuban Airfields

2079-21/35

1. In compliance with G-2 letter 2079-21, dated March 31, 1941, subject, "Enlargement of Cuban Airfields", there is submitted herewith a blue print of the landing field at Rancho Boyeros, showing in ink the new runway.

2. This runway is now complete.

3. No further improvements are contemplated at this field.

2079-21/34

4. Report No. 5696, I.G. No. 8810, old, dated April 10, 1939 is still up to date (with the exception of the new runway) as regards existing facilities.

Henry A. Barber, Jr.,
Colonel, G.S., Infantry,
Military Attache.

HAB:rs

G-2 Distribution: 4, 5, 6,
Copy No. 1, R/S; 2, L/C; 3, Section File

From M. A. Havana, Cuba Report No. 6054 Date April 17, 1941
This line to appear on all succeeding pages

CONFIDENTIAL

Classification

WAR DEPARTMENT
OCS Form 17

U. S. GOVERNMENT PRINTING OFFICE 16—14547

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

CONFIDENTIAL

Classification

1 & sketches Enclosures
(traced from map)
2079-21
Record Section File No.

Copy No. 6-1 For Record Section Only

MILITARY INTELLIGENCE DIVISION
WAR DEPARTMENT GENERAL STAFF
MILITARY ATTACHÉ REPORT

Cuba
Country Reported On

Subject AIR POSTS RECEIVED G/2 W. D. APR 29 1941 I.G. No. 9185
Brief Descriptive Title

Source and Degree of Reliability:

Reliable

Summarization of Report
When Required

CAMP COLUMBIA.

In Comments on Current Events Enter Item Headings Here

2079-21/35

Enlargement of Cuban Airfields

1. In compliance with G-2 letter 2079-21, dated March 31, 1941, subject, "Enlargement of Cuban Airfields", there is submitted herewith information on improvements being made at the Cuban Army Airport at Camp Columbia.

2. Attention is invited to the attached sketch. The areas marked A and B, formerly irregular and unusable, have been cleared.

3. The following additional work is contemplated.

a. A slight rise in the area C is to be levelled off.

b. The stables in the area A and D are to be removed, and the unimproved road running along and southeast of the area D is to be eliminated, and the area D is to be cleared and levelled.

c. Additional levelling of the small area E is planned.

4. This report is based on personal reconnaissance and information received from the Cuban Chief of Air Corps. He will submit to the Military Attache more complete data in the near future.

Henry A. Barber, Jr.,
Colonel, G.S., Infantry,
Military Attache.

HAB:rs

G-2 Distribution: 4, 5, 6,
Copy No. 1, R/S; 2, L/C; 3, Section File

From M. A. Havana, Cuba Report No. 6061 Date April 22, 1941
This line to appear on all succeeding pages

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Classification

WAR DEPARTMENT
OCS Form 17

U. S. GOVERNMENT PRINTING OFFICE 16—14547

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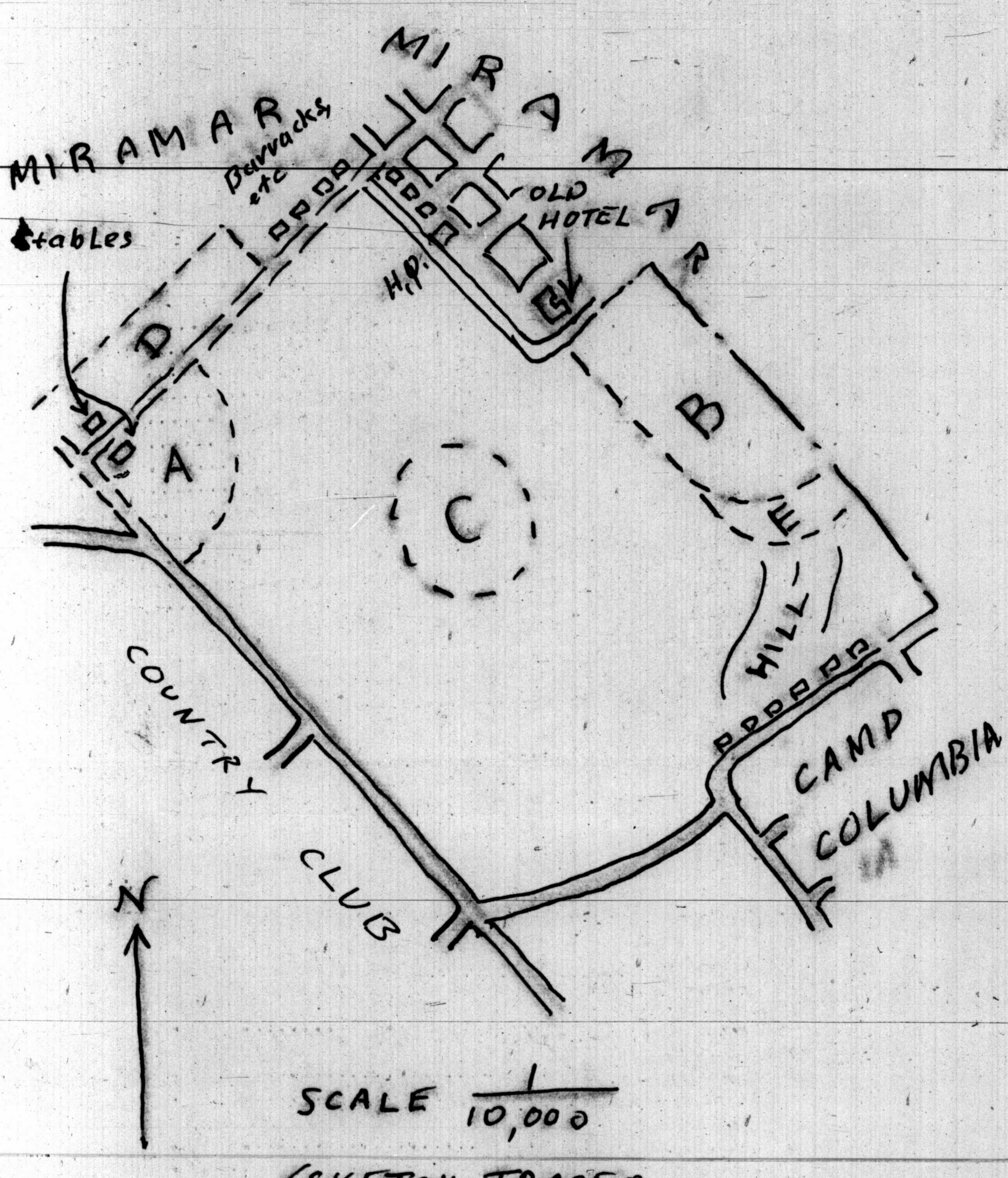
NND 740058
By AMF NARS, Date 05/04/89

APR 30 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

Encl. 1
2079-21
64
37



(SKETCH TRACED FROM MAP)

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

CONFIDENTIAL
Classification

One (1) blueprint. Enclosures
2079-21
38
Record Section File No.
Copy No. 6-1
For Record Section Only

MILITARY INTELLIGENCE DIVISION
WAR DEPARTMENT GENERAL STAFF
MILITARY ATTACHÉ REPORT

Cuba
Country Reported On

Subject AIR POSTS
Brief Descriptive Title

I.G. No. 9185

RECEIVED G/2 W.D. MAY 13 1941

Source and Degree of Reliability:

Reliable.

Summarization of Report
When Required

In Comments on Current Events Enter Item Headings Here

Enlargement of Cuban Airfields

1. Herewith is forwarded a blueprint of the Cuban Army Airfield at Camp Columbia as it is at the present time, showing the length and direction of runways.

2. The improvements contemplated and finished and their effect on the length of runways is shown in red pencil.

Henry A. Barber, Jr.,
Colonel, G.S., Infantry,
Military Attache.

HAB:rs

G-2 Distribution: 4, 5, 6,
Copy No. 1, R/S; 2, L/C; 3, Section File

From M. A. Havana, Cuba Report No. 6068 Date May 6, 1941
This line to appear on all succeeding pages

CONFIDENTIAL
Classification

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NND 740058
By AMF NARS, Date 05/04/89

CONFIDENTIAL

In reply refer to: Serial No. 1192

ROOM 811
1270 SIXTH AVENUE
NEW YORK, N. Y.

TELEPHONE: CIRCLE 6-1484-85

RBG/mvh 2 Encs.

JUN 14 1941
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
WAR DEPARTMENT

3-1 2079-21
39
14

June 11, 1941

Subject: Landing fields - Cuba. (I.G. No. 9185)

To: The A.C. of S., G-2
War Department
~~Washington, D.C.~~

RECEIVED G/2 W. D. JUN 12 1941

Under separate cover there is being forwarded today a blue print of the Army landing field "Tte. Brihuega" in Havana, giving various dimensions of the field, and a pamphlet entitled "Airports and Landing Fields - Cuba", giving different sketches of landing fields in the various provinces and cities thereof.

Symbol "GC" in pencil on respective pages signifies "good condition".

Symbol "NC" signifies "neglected condition".

Symbol "FC" signifies "fair condition".

The Cuban Army has already furnished some of this information to Major Hayne D. Boyden, U.S. Naval and Air Attache, and to Major H. Barber, Military Attache to the Embassy of the United States of America.

Frederick D. Sharp.

FREDERICK D. SHARP,
Lieut. Col., G.S.C.

Under separate cover:

1. Blue print of Tte. Brihuega Field in Havana.
2. Pamphlet "Airports and Landing Fields - Cuba".

1 copy and enclosures retained in Caribbean Subsection LM

CONFIDENTIAL

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

WAR PLANS DIVISION
WAR DEPARTMENT GENERAL STAFF
DISPOSITION FORM

CONFIDENTIAL
W.P.D.G.S.
Date March 25, 1941

JUL 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

2079-21
40
WAR DEPARTMENT

AG
WPD 4358-5
SUBJECT: AIRDROME DEVELOPMENT IN CUBA.

1-1

	C/S	G-1	G-2	G-3	G-4	WPD	B&LP	Ex. R. A	NGB
TO:	TAG	JAG	TIG	QMG	SG	CSO	BOWD	Ch. Fin.	Ch. Ord.
	AC	INF	FA	CAV	CAC	ENGR	CWS		

FOR:	SW directs	Comment or concurrence	Necessary action
	Draft of reply	Remark and recommendation	Information for reply
	Direct reply	Inviting attention to	_____Ind. approved
	Approved	See notation of_____	Primary interest
	Disapproved	Information	Notation and return
	File	Consult_____	Noted_____

2056-250/32

Reference MID "Comment on Current Events #31, Havana, Cuba, Report No. 6022, March 5, 1941," complete information is requested as to the improvement to landing fields at Rancho Boyeros and at Camp Columbia. It is not essential that blueprints be procured, but it is desirable to know:

a. The existing facilities at both points;

b. The improvement contemplated;

c. The estimated date of completion;

d. Present status of the project.

REC'D ADJUTANT GENERAL'S OFFICE, W.P.D.G.S. MAR 25 1941

J. W. ANDERSON,
Colonel, General Staff,
Acting Assistant Chief of Staff.

W. H. Walker
Colonel, G.S.
Executive, WPD.

CONFIDENTIAL

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
2079-21
WAR DEPARTMENT

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
MILITARY INTELLIGENCE DIVISION G-2
WASHINGTON

14 JUL 11 1941

G-2
EMB

March 27, 1941.

MEMORANDUM FOR THE CHIEF, LATIN AMERICAN SECTION:

With reference to the attached memorandum from the ~~W.P.D.~~, the following information is submitted:

a. Existing Facilities.

(1) Rancho Boyeros. (Commercial field, eight miles south of Havana). Aviation gasoline (80 octane) and oil; 87 octane obtainable from seaplane base at Havana. Hangars and repairs. Communications: Telephone and telegraph.

(2) Camp Columbia. (Cuban Army Headquarters). Aviation gasoline (80 octane) and oil. Hangars and repairs. Communications: Telephone, telegraph and radio.

b, c, d. No information on file either in this subsection or in the Record Section Room.

Attention invited to attached B/S. Col. Harris says, "Col. Bissel, W.P.D. probably has full information on this."

E. M. BENITEZ,
Lieut. ~~Col.~~, C. S. C.,
Latin American Section.

wk

noted by Col. Heard AGF

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NND 740058
By AMF NARS, Date 05/04/89

JUL 12 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-42-21
WAR DEPARTMENT

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

DEPARTMENT OF STATE
WASHINGTON

In reply refer to
U-L

Date: June 20, 1941.

STRICTLY CONFIDENTIAL MEMORANDUM

TO: Lieutenant Colonel C. L. Bissell, U.S.A.,
War Plans Division,
War Department.

FROM: Liaison Officer.

SUBJECT: Additional air fields in Cuba.

This Department has been informed that the Government of Cuba is considering a request for credits in the United States for the purpose of constructing additional air fields in Cuba. These fields would be under the control of the Cuban Government rather than that of a commercial company, but they would be equally available to the military and naval airplanes of the United States when and if required.

It has been the understanding of this Department that the War Department has been satisfied with the additional air field facilities contemplated in its contract with the Pan American Airways. Consequently, it would appear that no useful purpose would be served from the standpoint of national defense by having additional airfields constructed in Cuba. It would be appreciated

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

appreciated if the War Department would furnish this Department with an expression of its views on the above-mentioned report.

Orme Wilson

Orme Wilson
Liaison Officer

REC'D W.P.D. JUN 23 1941 4358-9

DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

G-2
CBM/bap

OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
JUL 17 1941
2079-21
43
WAR DEPARTMENT

CONFIDENTIAL

July 2, 1941

MEMORANDUM FOR THE LIAISON OFFICER, DEPARTMENT OF STATE:

Subject: Additional Air Fields in Cuba.

Your memorandum of June 20 addressed to Lieutenant Colonel Bissell, of the War Plans Division, has been referred to this office for reply.

The air field being developed at Camaguey under Pan American Airways contract, together with the air fields at Havana and Guantanamo, provide the necessary airway facilities in Cuba for our Army Air Forces.

For the Acting A. C. of S., G-2:

C. B. MOORE,
Colonel, General Staff,
Chief, Liaison Branch.

Cc: War Plans Division BAP

20 S.P.
JUL 5 1941
BAP
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RECORD SECTION COPY

CONFIDENTIAL

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NND 740058
By AMF NARS, Date 05/04/89

ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

CONFIDENTIAL

JUL 17 1941
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
2079-21
44
WAR DEPARTMENT

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS (2-B3)
WASHINGTON

JUL 5 1941

MEMORANDUM FOR: Foreign Liaison Officer, G-2.

SUBJECT: Additional Air Fields in Cuba

The Air Corps concurs in your memorandum of July 2, addressed to the Liaison Officer of the Department of State, subject, "Additional Air Fields in Cuba".

For the Chief of the Air Corps:

R. C. CANDEE,
Colonel, Air Corps,
Chief, Intelligence Division.

1 Incl.
Memo, 7/2/41 for St. Dept., War Plans
Copy, and Rec. Sec. Copy.

Noted
C. B. Moore

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NND 740058
By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
M.I. INTEL. DIV.

American Embassy,

OFFICE OF THE MILITARY ATTACHE,
HAVANA, CUBA.

2079-22
MAY 20 1929
WAR DEPARTMENT

May 9, 1929.

No. 3078

Subject: The Cuban Army buys six new Airplanes.

To: A. C. of S., G-2.

RECEIVED 12 M. D. MAY 18 192

1. The six new Voight Corsair airplanes purchased by the Cuban Government arrived in Havana May 8, 1929, having been piloted from New York by the three United States Army aviators detailed as instructors for the Cuban Army Aviation School and three Cuban aviators - Lieutenants José Terry, Faustino Neyra and Zayas Bazan. The planes carried the following passengers from Miami to Havana: Colonel Julio Sanguily, Commandant of the Aviation Section of the Cuban Army, Captain Torres Menier, Secretary of the Academy of Aviation, Lieutenant Oscar Rivery, and sergeants Collazo and Chavez.

At Camp Columbia field the fliers were greeted by President Machado, General Carlos Rojas, Secretary of War and Navy, Brigadier General Lores, Acting Chief of Staff, General Mario G. Menocal, former President, and a number of government officials.

The new planes cost $22,000 each. Each carries three machine guns and is fitted to carry ten bombs, aggregating 250 pounds of high explosives. The motors are the Wasp type, 425 horsepower and develop a speed of 146 miles an hour.

2079-21

2. With the acquisition of the above mentioned planes the total number of airplanes in possession of the Cuban Army is twenty-four. Three of this number were turned over to the army by the newspaper, EL PAIS, and they are being reconditioned for use by the Cuban Aviation Service. (In my despatch No. 3002 of July 20, 1928, it was reported that EL PAIS was operating three Voight planes and in No. 3019 of October 15, 1928, it was reported that operation had been suspended). 2079-21/4

3. The available pilots, exclusive of the present class of students, that has just started solo, number twelve - three Captains and nine Lieutenants. The present class of students at the Aviation School began with thirty-five. However, it is very probable that only ten of these will complete the course.

4. As far as can be ascertained, there are no active civilian pilots in Cuba exclusive of the Pan-American Airways. However, there are about five men on the island who have been pilots or active in aeronautics.

James C.R. Schwenck
JAMES C.R. SCHWENCK,
Major, G.S., M/A.

Copy retained in LA Section
Copy to Air Liaison Officer
5/20/29

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NND 740058
By AMF NARS, Date 05/04/89

WAR DEPARTMENT
APR 23 1930

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2079-23

5100-b

G-2 Report

CUBA (Economic)

Subject: Domestic Enterprise in the Employment of Commercial Aircraft.

RECEIVED G/2 W. D. APR 22 1930

1. Compania Nacional Cubana de Curtiss, S.A.

A Cuban corporation. Authorized capital:$1,000,000, of which $500,000 is paid in. Controlling interest is vested in "Inter-Continent Airways," which is in turn controlled by the North American Aviation Corp.

President and General Manager: William D. Pawley.

Cuban Directors:

Emeterio Zorilla
Jorge Vila (business associate of Pres. Machado)
Jose Emilio Obregon (son-in-law of Pres.Machado)
Rafael Jorge Sanchez

Operations Headquarters: Has established own airport at the town of General Machado, Province of Havana. The field is 3000 x 2300 ft. and has four main runways (163 acres).

Ground Equipment: Airport terminal building containing offices, restaurant, waiting room, etc.; concrete and steel hangar 150 x 120 ft. Fuel storage for 10,000 gals. of gasoline.

Flying Equipment: Two Ford C-9 Transports; one Curtiss "Thrush"; two Curtiss "Robins"; one Curtiss "Fledgling"; 1 Ireland amphibian; one "Moth."

Personnel: Four pilots; six mechanics; twenty administrative, etc.

Object:Passenger service to all parts of the island; school; assembly plant for Curtiss planes; will furnish hangar space and service to visiting aircraft; hope to obtain air mail contracts for the island of Cuba.

2. Airport

The Curtiss airport is located approximately eleven miles southwest of the Capitol. Communication is by paved highway and trolley. The former requires 30-40 minutes by auto, the latter 21 minutes. Prior to locating the airport, a two months' study was made of all available sites. Only one other appeared worthy of consideration. The purchase price and cost of improvement were, however, considered excessive. While the site selected is further out, it was thought that a political advantage would be obtained by locating at the industrial city of "General Machado," which is owned by the President of the Republic.

3. Investment

The investment in the airport and facilities totals $280,000, made up as follows:

$ 75,000	- land
40,000	- grading, etc.
85,000	- station building
50,000	- hangar
30,000	- equipment (other than planes) fixtures, etc.)
$280,000	

4. Activities

Operations consist of taxi and sight-seeing services and a flying school. The "Robins" and "Thrush" are used for taxi service; the Ford trimotors for sight-seeing and the "Fledgling" and "Moth" for school work. (See accompanying folder for rates, etc.) The company is operating at a loss. Present income is estimated at about $5,000-$6,000. Overhead about $8,000 A substantial increase in income is expected in the near future from expansion of the school and from proposed advertising projects for local manufacturing concerns.

From: M.A., Havana. Report No. 3257. Date: April 17, 1930.

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By AMF NARS, Date 05/04/89

5. School

Over 2500 inquiries had been received up to March 31, 1930 regarding flying training. It was expected that 40-50 students would be enrolled. The school opened March 1st with 16, including one woman. Courses are all in Spanish. The ground-school work is given in Havana by personnel from the Cuban Air Corps. The courses coincide in all respects with those standardized by the Curtiss organization in the United States. Costs are as follows:

Private Operator - - - $ 700 - 6-7 weeks
Limited Commercial - - 1,450 - 3-6 months
Transport Pilot - - - 4,500 - 8-12 months

It is claimed that the Transport Pilot course is equivalent to the course given by the Cuban Air Corps to its military pilots at a cost of $27,000, with the addition of 50 hours of flying.

An extensive advertising campaign is being prepared with the object of attracting students from all Latin-American countries. Living accommodations are not available at the airport but are projected.

6. Other Activities

The Curtiss Company have submitted several alternative propositions to the government for handling domestic air mail. In general they propose a fixed rate for a limited poundage and offer to carry all first class mail, up to this poundage. They offer a night service between Havana and Santiago if the government will install a lighted airway.

They have offered various propositions to the Pan American Airways to induce them to leave Camp Columbia and base at Machado Airport. It is believed, however, that the latter prefer Columbia in view of equipment installed, better accessability, etc., and will not move at present.

7. Mr. Pawley, President and General Manager for Curtiss, has stated confidentially that the government contemplates acquiring about 100 acres to the west adjoining Machado field, which would form an extension thereto, to establish a post for one of their tactical units. This extension would permit construction of a main runway of 5000 ft. length. He also stated that President Machado had directed the Department of Public Works to construct a concrete highway from Havana direct to the town of General Machado to bring the latter within 20 minutes of the Capital by auto, this highway to be completed within the next six months.

8. The Compania Nacional Cubana de Curtiss is very fortunate to have secured Mr. Pawley to direct the company's affairs. He is an American citizen but has spent most of his life in Cuba. In addition to shrewd business sense, he enjoys the advantage of a thorough knowledge of the Latin-American temperament and political values.

The Curtiss Company undoubtedly stands very well with the existing administration.

P. Melville
P. MELVILLE,
1st Lieut., Air Corps,
Asst. Military Attache for Air.

Approved.
J.J. O'Hare
J. J. O'HARE,
Maj., G.S., Mil. Attache.

From: M.A., Havana. Report No. 3257. Date: April 17, 1930.