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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 22 1930

1. Servicio Cubano de Aviacion
(subsidiary of Aviation Corporation & Fairchild)

Cuban Directors: Nestor Gonzalez de Mendoza, F.Fernandez Cusas, Guillermo de Zaldo, Viriato Gutierrez (Senator, former sec. to Pres.Machado), Francisco Pla Martin, Laureano Lopez, Miguel Suarez, Raymond P.Aplegate.

Headquarters of Operations: Camp Columbia.

Ground equipment: Hangar 110 x 100 ft., incorporating operations office and shop. Cost: $24,000.

Flying equipment: Two Fairchild 6-passenger cabin monoplanes, one Standard 4-passenger open cock-pit plane, one Krider-Reisner 3-passenger open cock-pit plane.

Object: This company was formed for the purpose of providing passenger service to all parts of the island and are bidders for Cuban air mail.

The rates of this company in Havana are as follows: Sight-seeing: $5.00 per person for ten minutes' flight over Havana. Passenger rates: 50¢ per mile per person to any point in the Republic where a landing field is available; 35¢ each for two persons; 25¢ each for three to six persons. Return trip: 50% of one way rate.

2. Though nominally a Cuban company, the only thing Cuban about it is the name. The financial backing is entirely American and the interest of the Cuban directors is limited to law and banking services necessary to the conduct of the company's affairs.

3. Operations began early in the fall of 1929,at which time the company had no hangar, but through the influence of certain of its Cuban directors had secured space in the government hangars at Camp Columbia. Activities opened very auspiciously due mainly to the enthusiasm of the Cuban directors and their friends who provided most of the business among themselves. This activity, accompanied by much entertaining, misled a visiting official of the Aviation Corporation to render a highly optimistic report. Meanwhile the hangar was built on the west side of Camp Columbia field, just off the government property, but having access thereto.

4. At this time the Aviation Corporation became interested in securing through the "Servicio Cubano" the Cuban domestic air-mail contract, and sent Mr. James Farnham to investigate its possibilities. Three months were devoted to this study.

5. About March 1st, Mr. Ralph Lockwood, formerly of the Department of Commerce in Washington, now with Aviation Corporation, arrived to investigate conditions as previously reported to his Company and to make recommendations regarding possible expansion.

6. As a result of the studies of Messrs. Farnham and Lockwood, the latter reported that Cuban domestic air-mail would not at present be of sufficient volume to be remunerative at existing rates without a government subsidy. Due to the financial depression in Cuba and the existing lack of air-mindedness, as well as the strong position attained by the Curtiss Co.,

From: M.A., Havana. Report No. 3261. Date: April 17, 1930.

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He also took a pessimistic view of commercial possibilities and stated that unless his company was willing to accept a loss of $30,000 per year for five years, it had better withdraw from Cuba. He recommended that it would be better to retire at present and return at the end of the five-year period and invest $200,000 or more to establish their own airport and facilities.

7. The Servicio Cubano de Aviacion ceased operations about March 15th. All planes were returned to the United States. The hangar was closed and is now for rent at $300 per month.
It is very unlikely that it will resume operations.

8. The failure of the Servicio Cubano may be partly attributed to neglect to follow up their initial advantage by having a definite plan of expansion and a manager capable of developing the necessary political contacts to put it through.

9. Mr. Lockwood's recommendations are of interest based as they are on an exhaustive study. It is believed, however, that he is unduly pessimistic. It is conceded that there is not at present enough business in sight for three local companies and that those remaining will probably experience some loss for a year or two in proportion to their overhead. If the government carries out its program to establish a large number of landing fields, and the efforts of various organizations to promote air-mindedness are successful, those that continue in operation during this lean period should ultimately benefit.

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. 3261. Date: April 17, 1930.

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CUBA (Economic)

Subject: Domestic Enterprise in the Employment of Commercial Aircraft.

RECEIVED G/2 W. D. OCT 23 1929

1. Two new aviation companies have announced their intention of entering the Cuban field and have already commenced activities with strong American financial and Cuban political backing.

2. The first company, known as the "Servicio Cubano de Aviacion," is a subsidiary of the Aviation Corporation and of the Fairchild Aviation Corporation. The list of directors of the Cuban company includes:

Néstor González de Mendoza
F. Fernandez Casas
Guillermo de Zaldo
Viriato Gutierrez (Senator and former secretary to President Machado)
Francisco Pla Martín
Laureano López
Miguel Suárez
Raymond P. Aplegate

This company has announced that its chief object is to install passenger service to all parts of the island. It has obtained a contract for the use of Camp Columbia Airport (Government-owned) and has already conducted several flights across the Island for publicity purposes. For the present it has no hangars at Camp Columbia, but through its influential Cuban backing, it has obtained the use of space in the Army hangars at that airport.

3. Another company that has already commenced activities is known as the "Compañia Nacional Cubana de Curtiss, S.A.," and is a subsidiary of the Curtiss-Keys group in the United States. It has announced its intention of establishing both passenger and mail service in Cuba and is already constructing an airport at the town of General Machado, in the suburbs of Havana. Among its Cuban directors are:

Emeterio Zorilla
Jorge Vila (Business associate of President Machado)
José Emilio Obregon (Son-in-law of President Machado)
Rafael Jorge Sánchez

4. The appearance of these two new companies at this particular time appears to have delayed the successful outcome of the negotiations being conducted by the Pan American Airways to obtain a contract from the Cuban Government for the carrying of Cuban mail. I have been reliably informed, however, that the Pan American Airways expects to obtain this contract in spite of the competition of the two above named companies.

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

Source: Embassy and Press.

From: M.A., Havana. Report No. 3128. Date: Oct. 16, 1929.

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CUBA (Political)

Subject: Activities of Foreign Interests in the Establishment and Operation of Industrial Aviation.

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RECEIVED G/2 W. D. OCT 23 1929

1. Two new American aviation companies have announced their intention of entering the Cuban field, but as yet have taken no action toward this end.

2. The first company, to be known as the Compañia Cubana de Transporte Aéreo, announces its directorship as follows:

President:	David Whitmarsh
Vice President:	Major Ovidio Ortega
Secretary:	Francisco Gonzalez y Rodriguez
Treasurer:	Fernando Paniagua y Martorell
Directors:	Juan Fernandez de Castro, and Senators Lorenzo Fernandez Hermo, Horacio Diaz Pardo, and Alberto Barreras.

The American directorate of this organization includes the names of William G. MacAdoo, (former Secretary of the Treasury), James C. Edgerton, (President of the Southern Sky Line), Brice Clagett, Nathan Newby, (Vice President of the Hawaiian Airways Company), Lorenzo Anderson, A. C. Hilmer, Hugh Morrow, E. P. Holliburton, and E. B. Meissner.

3. The other American company which plans to open operations in the near future is known as the New York, Rio de Janeiro and Buenos Aires Air Line. It plans to establish a through service from New York to Buenos Aires, with a stop at Havana, the service to be inaugurated during the winter tourist season. This company claims to have already received contracts from the governments of Argentina, Uruguay and Venezuela for carrying mail from those countries to the United States and is also to be a competitior of the Pan American Airways in securing Cuban mail contracts. One airplane from this compny flew through Cuba from the United States on its way to Buenos Aires.

4. The American directorate, as included in the prospectus, of this company includes the following names:

Thomas E. Bragg	Ralph A. O'Neill
Franklin Q. Brown	James H. Rand, jr.
George D. Buckley	George A. Rentschler
Richard B. Bizier	J. E. Reynolds
Alehando E. Bunge	Paul Schoellkopf
Edward H. Clark	Arthur P. Stemm
Col. William J. Dunavan	William B. Mayo
R. H. Fleet	James K. Montgomery
Robert L. Hague	Loring R. Hoover
Frank C. Munson	Seymour H. Knox

J. J. O'HARE,
Major, Gen. Staff, M/A.

From: M.A., Havana. Report No. 3130. Date: Oct. 17, 1929.

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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. New York, Rio and Buenos Aires Lines, Inc.
(American concern. Executive Offices: Graybar Bldg., New York)

Cuban Directors: None.

American Directors:

President: Ralph A. O'Neill (Director, Am.Int. Airways, Inc.)
Vice-Pres. Arthur P. Stemm
Chairman: Wm. P. McCracken (Formerly Asst. Sec'y of Dept. of Com.)
Gen.Counsel: Col. Wm. J. Donovon
Thomas E. Bragg
Franklin Q. Brown (Director, Seaboard Air Line R.R.Co.)
George B. Buckley
Richard B. Bevier (Director, Am.Int. Airways, Inc.; formerly Pres.,Pan-American Airways).
Alejandro E. Bunge
Edward H. Clark
R. H. Fleet (Pres., Consolidated Aircraft Corps.)
Robert L. Hague
Loring R. Hoover
Seymour H. Knox
Wm. B. Mayo (Pres., Stout Metal Aircraft Co.; Director, United Aircraft and Transport; Director, Transcontinental Air-Transport).
Frank C. Munson
James H. Rand, Jr.
George A. Rentschler
J. E. Reynolds
Paul Schoellkopf

Object: Passenger and Mail Service from New York to Santiago, Chile and intermediate points.
Operative Headquarters: (Local) Havana harbor.
Ground Equipment: A floating dock incorporating 1000 gal. gas supply, Customs facilities, Medical Officers, etc., located in Havana harbor.
Flying Equipment: 7 Consolidated "Commodore" 20-passenger twin-engine flying boats. (7 more to be delivered).
4 Ford tri-motor transports
9 Sikorsky amphibians.
(The Fords and Sikorskys are in service in S.A.).
Operating Personnel: Pilots and Mechanics (American)
Havana Personnel: One terminal Manager and service crew of three.
Office force: Nine
Havana Office: Paseo de Marti #4-6.
Havana Agent: Lewis L. Pierson.
Radio: Short wave radio sets are installed on all planes and at all stations.

2. Operations Organization

The NYRBA system comprises "The North Atlantic" and"the South Atlantic" Divisions, the dividing point being Para. Each Division is sub-divided into sections. The Cuban section extends from Miami to Port-au-Prince, with operating base at Miami. Floating landing stages or servicing barges are being installed

From: M.A., Havana. Report No. 3263. Date: April 17, 1930.

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in the harbors of Havana, Cienfuegos and Santiago. Each stage or servicing barge includes gas storage facilities, Customs inspector, service crew of three men and radio department.

3. Schedules

NYRBA commenced its Miami-Havana service in March 1930 with two planes each way each day at the following hours: Leave Miami 8:30 A.M.,-3:00 P.M. arrive Havana 10:45 A.M.,-5:15 P.M.; leave Havana 2:30 P.M.,-11:00 A.M., arrive Miami 4:45 P.M.,-1:15 P.M. In April service was reduced to one plane each way each day due to shortage of equipment and reduction of traffic with the close of the Havana season. Planes now leave Miami at 8:30 A.M. and Havana at 2:30 P.M.

The New York-Miami service is not yet operating but is tentatively announced for the late summer of 1930. Beginning May first, a regular through mail service to South America will be inaugurated, leaving Miami about 7:00 A.M. A first brief stop will be at Cienfuegos, the next stop at Santiago, with Port-au-Prince as the final destination for the first night. A shuttle service between Havana and Cienfuegos will be put in operation to connect with the Miami mail plane at about 10:30 A.M. This shuttle service will be maintained by means of a Sikorsky which will be based at Havana.

Mail flights between New York and Santiago have hitherto required nine days. The May first schedule will reduce this ~~schedule~~ to seven days. Eventually, when sections of the route have been equipped for night flying, it is expected that the service will be reduced to five days.

4. Tariffs

The fare between Havana and Miami is $45.00 one way or $85.00 round trip, with an allowance of 30 pounds for hand luggage. For complete tariff and express charges to all portions of the NYRBA system, see "Combined Express and Passenger Tariff #1 effective April 1, 1930," forwarded herewith.

5. Mail Contracts

The NYRBA Corporation to date has no contracts with the U.S. Post Office Department. They are bidders for Cuban and domestic international air mail. The NYRBA holds mail contracts with the following South American countries: *CHILE - contract to carry Chilean mail to the United States via the east coast route; ARGENTINA - contract to carry Argentine mail to the United States and intermediate countries on the east coast route. The Argentine Government has granted NYRBA the concession that no other company will be granted any air mail contracts until NYRBA is carrying not less than twenty-five per cent of all Argentine first class mail. Another contract calls for carrying mail twice daily between Montevideo and Buenos Aires, as well as a contract to carry Argentine mail to Chile. Another contract is to carry mail from Buenos Aires to Yacuiba, to connect with Lloyd Boliviano Airways to La Paz. *(By arrangement with the Chilean National Airways, schedules are coordinated for mutual exchange of passengers and freight).

NYRBA claims to have secured concessions similar to that granted by the Argentine from Brazil, Chile, Uruguay, Venezuela, and Haiti. These concessions are said to be for ten years, with option for renewal for an additional ten years. They also provide that, if any other operating company having mail contracts with these countries fails to meet its contract obligations, such contracts will revert to NYRBA.

6. Development

A hangar 100 x 120 feet will be constructed on the shore of Havana harbor on a spot yet to be selected. This will be used to house planes of the Havana-Cienfuegos service, as well as emergency planes. The NYRBA company have experienced numerous delays and difficulties incident to inaugurating

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their service according to schedule. They are still short of equipment and have experienced some difficulties with newly designed "Commodore" flying boats. Its service cannot yet be compared to that given by the Pan American Airways. The fact that they are using flying boats between Miami and Havana appeals to a great many prospective passengers and it is probable that next season they will offer very serious competition to the Pan American Airways for Cuban business.

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. 3263. Date: April 17, 1930.

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G-2 Report

CUBA (Economic)

Subject: Activities of Foreign Interests in the Establishment and Operation of Industrial Aviation.

RECEIVED G/2 W. D. APR 28 1930

1. Compania Cubana de Transporte Aereo
(American - not yet operating)

Cuban Directorate:
President - David Whitmarsh
Vice-Pres.- Major Ovidio Ortega
Sec'y - - - Francisco Gonzalez y Rodriguez
Treas. - - Fernando Paniagua y Martorell
Directors - Juan Fernandez de Castro
Lorenzo Fernandez Hermo
Horacio Diaz Pardo
Alberto Barreras

American Directorate: Among those listed are the following:
W. G. Mc Adoo
J. C. Edgerton (Pres. Southern Sky Lines)
Nathan Newbry (Vice-Pres. Hawaiian Airways Co.)
E. P. Holliburton
E. B. Meissner.

This concern is not yet operating and as yet has no equipment of any kind in Cuba. In December 1929, Mr. Mc Adoo visited the island in connection with plans to establish an air passenger service between Havana and Miami under the supervision of the Southern Sky Lines, Inc., of which he is chairman of the Board of Directors. His findings and recommendations are not known. It seems probable that finding the Pan American, Curtiss and Fairchild interests firmly established, coupled with the difficulty of locating a suitable landing field and the fact that the above operating concerns had already entered bids for Cuban air-mail, this company is temporarily holding its plans in abeyance.

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

Approved.

J. W. O'Hare
J. W. O'HARE,
Maj. G.S., Mil.Attache.

From: M.A., Havana. Report No. 3270. Date: April 19, 1930.

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WAR DEPARTMENT

CUBA (Economic)

Subject: Activities of Foreign Interests in the Establishment and Operation of Industrial Aviation.

RECEIVED G/2 W. D. JUN 24 1930

1. The NYRBA Lines announced June 1st the completion of a tie-up between railroads and air transport systems in the United States and connections with air lines affiliated with NYRBA in Chile and Bolivia. This tie-up includes the Pennsylvania Railroad and its connecting and associate roads, the Seaboard Airline, Louisville and Nashville Railroad, Richmond-Fredericksburg and Potomac Railroad, and other connecting lines which serve practically every principal city on the North American continent; also the TAT-MADDUX Airlines which operate a forty-eight hour coast to coast service. Under these arrangements the air and rail lines mentioned act in ticketing passengers to all points along the NYRBA route. The principal offices of the domestic railroads have been designated for handling the rail-airline tickets, which may be secured in practically every important city throughout the United States. Passengers are routed over the fastest connecting lines direct to Miami, where they are transferred to the airlines for the remainder of the trip south.

2. It will be interesting to see how soon the foregoing arrangement is reflected in increased traffic by the NYRBA Lines which at the present is averaging only about two passengers per trip. The local agent advises that in the near future it is proposed to make a stop at Key West to compete with the existing boat service whereby the time between Key West and Havana will be cut from six hours to one hour.

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

Approved.

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

From: M.A., Havana. Report No. 3334. Date: June 17, 1930.

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G-2 Report

CUBA (Economic)

Subject: Activities of Foreign Interests in the Establishment and Operation of Industrial Aviation.

RECEIVED G/2 W. D. NOV 9 - 1929

1. Special arrangements between the Pan American Airways, Inc. and the Atlantic Coast Line have been made to shorten the time consumed in the journey from New York to Havana. The passengers go by rail to Miami, Florida, leaving New York at 10:20 P.M. and arriving at Miami at 7:50 A.M. the second morning. Here they are met by special transportation and taken to the Pan American air terminal, served breakfast, and at nine o'clock board the planes for Havana, arriving about eleven o'clock. This new schedule is accomplished in thirty-seven hours, actually in less time than the journey could be made entirely by air, since night flying of passenger planes has not yet been started. A similar Havana-New York service has been inaugurated.

2. Because of the rapidity of the service, the officials of the railroads and Pan American Airways believe that the new Havana Express service will find favor with those who make many short business trips between New York and Havana during the year.

3. Pan American Airways, Inc. is studying the new Fokker 32-passenger plane and if the traffic warrants it, planes of this type will be used. At the present time Fokker 12-passenger liners are being employed.

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

From: M.A., Havana. Report No. 3147. Date: November 5, 1929.

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G-2 Report

CUBA (Economic)

Subject: Domestic Enterprise in the Employment of Commercial Aircraft.

RECEIVED G/2 W. D. APR 22 1930

1. Lineas Aereas de Cuba
(A Cuban corporation affiliated with, but not subsidiary of, Pan American Airways; 50 per cent of stock has been issued to Cuban directors).

Directors:

H. S. Rubens - - - - - - - -	Pres.Consolidated R.Rs of Cuba
Richard F. Hoyt - - - - - -	Chairman, Curtiss-Wright Co.
John T. Trippe - - - - - - -	Pres. Pan American Airways
Col.Jose Elisie Cartaya -	Pres.Cia.Cubana de Cemento el Morro
Aurelio Portuondo - - - -	Pres. Cuban Trading Co.
G. Grant Mason, Jr. - - -	Manager, Pan American Airways
Col. J. M. Tarafa - - - -	Sugar Planters R.R. magnate
Rafael R. Govin - - - - -	Publisher "El Mundo"
Dr. Julio de la Torre - -	Asst. Sec'y Int.Tel. & Tel.Co.; Director, Cuban Telephone Co.

2. This company was formed for the purpose of securing the Cuban domestic air-mail contract for which a bid was submitted October 28, 1929. A night service is proposed using single-engined planes, schedules being arranged so that the terminals will be reached by early daylight. Passengers will not be carried.

3. By arrangement this company will have exclusive use of Pan American Airways' hangars, equipment and personnel, paying only operating cost of the facilities used. The company is not operating but if granted the mail contract could commence operations in 48 hours. Suitable planes would be promptly transferred from the Pan American Airways system now operating in Mexico.

4. Though technically not a subsidiary of the Pan American Airways, it is evidently so closely identified therewith that its operations and policies will be directed by the latter.

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

Approved.
J.F. O'Hare
J.F.O'HARE,
Maj.,G.S., Mil. Attache.

From: M.A., Havana. Report No. 3260. Date: April 17, 1930.

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G-2 Report

CUBA (Economic)

Subject: Domestic Enterprise in the Employment of Commercial Aircraft.

1. A new aviation company known as the "Lineas Aereas de Cuba," has announced its organization. The announced directorate of this company is as follows:

H. S. Rubens - President of Consolidated Railroads of Cuba.
Richard F. Hoyt, Chairman of board of the Curtis Wright Co.
John T. Trippe, President of Pan American Airways, Inc.
Colonel Jose Elisee Cartaya, President of Cia. Cubana de Cemento El Morro.
Aurelio Portuondo, President of the Cuban Trading Company.
G. Grant Mason, Jr., Manager in Cuba of Pan American Airways, Inc.
Colonel J. M Tarafa, Sugar Planter and Railroad Magnate.
Rafael R. Govin, Publisher of "El Mundo".
Dr. Julio de la Torre, Assistant Secretary of the International Telegraph and Telephone Co. and Director of Cuban Telephone Co.

2. This company announces that it is affiliated with the Pan American Airways, Inc. through an agreement which gives to it the exclusive right to use in its operations the Pan American Airways ports, ground equipment and personnel. It also announces an agreement with the Consolidated Railroads of Cuba for the coordination of schedules at intersecting points with these railroads.

3. The Lineas Aereas de Cuba has submitted a bid for the Cuban air mail contract, which bids had to be submitted by October 31, 1929, and the awarding of which has not been made public to date.

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

From: M.A., Havana. Report No. 3149. Date: Nov. 8, 1929.

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CUBA (Combat)

Subject: Acquisitions, Changes and Improvements in Equipage.

RECEIVED G/2 W. D. NOV 27 1929

1. There have been made available $174,000 for the purchase of the following equipment for the Cuban air force and it is expected will be delivered by air the latter part of January 1930:

2 - PT-3-A Consolidated Husky Airplanes, equipped with Wright J-5 motors.
3 - Old 2-U-3 Voight-Corsair, equipped with Wasp motors.
1 - Corsair, to be equipped with amphibian gear.
3 - F-6 or F-7 Curtis Pursuit, equipped with Wasp motors.
8 - Irving type Parachutes.
9 - Model 1924, calibre 30.
10 - Type A-3 Bomb Racks Browning Air-craft Machine Gun
And approximately 10% spare parts for the above.

2. The actual contracts for the delivery of the above cited equipment have been made but I have been unable to learn from what sources the money is to be made available. Officers of the Cuban War Department have told me that the money is not to be made available through any special act of Congress, but that the President will make this money available "from other funds" (a common procedure with the present administration) at a later date.

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

Source: Cuban Army.

From: M.A., Havana. Report No. 3165. Date: Nov. 21, 1929.

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CUBA (Combat)

4-c JAN 3 2079-27

Subject: Acquisitions, Changes and Improvements in Equipage.

WAR DEPARTMENT 1930

RECEIVED G/2 W. D. JAN 3 1930 2079-27

1. Supplementing report No. 3165, dated November 21, 1929, subject as above, by decree No. 1975, dated December 4, 1929 and printed in the OFFICIAL GAZETTE of December 13, 1929, the President made available $42,500 from the Bank of Liquidation Fund for the purchase of airplanes and airplane equipment.

2. The Bank of Liquidation Fund is a fund that was created in 1920 when many banks in Cuba failed. At that time the government took over the Banco Nacional, paying to depositors thirty cents on the dollar. Since that time various amounts have been acquired by this fund and have been used for extraordinary purposes not accounted for in the budget. The latest official publication on the status of the fund showed that it had only about five thousand dollars ($5,000.00) in it, but apparently a large deposit was placed to its credit prior to the above referred to expenditure.

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

From: M.A., Havana. Report No. 3197. Date: Dec. 26, 1929.

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CUBA (Combat)

Subject: Acquisitions, Changes and Improvements in Equipage.

RECEIVED G/2 W. D. JAN 21 1930

1. By Governmental Decree dated January 6, 1930, the President made available $89,155.00 from the Bank Liquidation Fund for the purchase of airplanes and airplane equipment for the Cuban Army. This amount, coupled with the $42,500.00 reported in report No. 3197 dated December 26, 1929, makes available to the army sufficient funds to purchase the airplanes and airplane equipment reported in report No. 3165 dated November 21, 1929.

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2. No information is available at the present time as to the means by which the Bank Liquidation Fund obtained this money. However, it is interesting to note that expenditures of this kind not contemplated in the budget and not chargeable against Army Appropriations in the budget greatly increase the amount of money made available to the army during each fiscal year.

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

Source: Official Gazette.

From: M.A., Havana. Report No. 3210. Date: January 16, 1930.

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

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G-2 Report 5500-a

4-1 2079-28

DEC 10 1929

CUBA (Economic)

Subject: Domestic Regulations.

WAR DEPARTMENT
RECEIVED G/2 W. D. DEC 9 1929

1. The various commercial aviation companies are attempting to have promulgated a new set of harbor regulations which will give air transport companies rights which they consider necessary for future safe operation of sea-planes in Havana harbor.

2. Several meetings have been held recently with a view to arriving at some satisfactory arrangement between the port authorities and the aviation authorities for this purpose. To date no regulations have been issued nor has any agreement been reached between the port authorities and the aviation companies. At a recent meeting were present in the interests of the aviation companies: representatives of the New York-Rio-Buenos Aires Company, the Pan American Airways, and the Compañia Cubana de Aviacion, and in the interest of the harbor authorities, representatives of the harbor pilots' association and the steamship men. At this meeting it was proposed that a part of the harbor be set aside for the exclusive use of commercial aviation. This proposal met with no success, as the pilots and shipping interests were unanimous in voting it down. A counter proposal was made by the shipping interests to set aside some of the small inlets adjacent to Havana harbor for the exclusive use of aircraft. This proposal was rejected by the aviation companies, giving as their reason that none of these inlets offered sufficient space for the accommodation of aircraft nor were they suitably situated with regard to the prevailing winds.

3. Due to the lack of space in Havana harbor and in view of the fact that some of the aviation companies have announced that they are considering the use of sea-planes exclusively in their air-routes to and from Cuba, the question of proper facilities for this type of aircraft is a very serious one which will have to be faced during the coming tourist season.

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

From: M.A., Havana. Report No. 3178. Date: Dec. 2, 1929.

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

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G-2 Report

WAR DEPARTMENT 5100-a

4-1 2079-29 1

APR 22

CUBA (Economic)

Subject: Industrial Facilities for Manufacture, Assembly and Repair of Aircraft.

RECEIVED G/2 W. D. APR 22 1930

1. There are no facilities for the manufacture of aircraft or motors in Cuba.

2. Facilities for the assembly and repair of aircraft are now available at the new Curtiss airport of "General Machado."

3. The Cuban Air Corps has performed repair work of a special class for certain commercial operators in the government shops at Camp Columbia.

P. Melville

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

Approved.

J. P. O'Hare

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

From: M.A., Havana. Report No. 3256. Date: April 17, 1930.

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

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4-1

APR 23 2079-30

5100-b 1930

G-2 Report

WAR DEPARTMENT

CUBA (Economic)

Subject: Domestic Enterprise in the Employment of Commercial Aircraft.

RECEIVED G/2 W. D. APR 22 1930

1. Public Attitude. The attitude of the Cuban public toward aviation is similar to that existing in the United States five years ago. The individual pilot is a "hero" and a flight is an adventure. "Barn-storming" was very remunerative during the prosperous years and a large number of sightseeing passengers can still be secured at $2.00 per head at airport openings, exhibitions, etc. Few Cubans make use of existing airways or flying services as a matter of routine expediency. The public and press are very ignorant regarding the technical side of flying. Newspaper articles frequently contain statements, the absurdity of which would be readily apparent to the average individual in the United States. Enthusiasm for anything new is a characteristic of the Cuban temperament and while they are equally prone to lose interest before a project is carried to its conclusion, it is probable that "air-mindedness" will spread rapidly with the development of local flying activities.

2. Local Flying Services. Local commercial operators are dependent for income on taxi service, sightseeing flights, flying school operation and domestic air-mail contracts. In view of the lack of serviceable roads and a meagre railway system, it would seem that an aerial taxi service should be profitable. The present lack of suitable landing fields having ~~serviceing facilities, the general lack of air-mindedness~~ and the existing financial depression are retarding this form of activity from realizing its full possibilities.

3. Flying School Operation. Until the beginning of 1930, no organized flying school was in operation in Cuba with the exception of that maintained by the Air Corps at Camp Columbia. The wide publicity given famous flights and fliers and recent local flying exhibitions have stimulated great interest on the part of the younger generation and the War Department is swamped with applications for the Air Corps. The Curtiss Company, prior to the opening of its school, had received over 2000 inquiries. It was hoped that the school would open with forty to fifty students. Sixteen, including one woman, have actually been enrolled to date. Fourteen are taking the "Private Operator" and two the "Limited Commercial" courses. Students are for the most part sons of wealthy families, several of whom will be prospects for the sale of planes. Among the students are several rejects from the Army flying course. A matter of some concern to well-informed persons in aviation is the possibility that individuals who fail to complete their flying instruction in a satisfactory manner may seek to obtain a flying license through personal influence. Several instances have occurred in the Air Corps where a pilot, rejected by his instructors, has been reinstated and commissioned as the result of influence.

4. Domestic Air Mail. A careful survey of the possibilities of domestic air mail made recently by the "Servicio Aereo Cubano" led this company to the conclusion that because of the present relatively small volume of the latter, it cannot be sufficiently remunerative at existing rates (3¢ per oz. to the operator) without a government subsidy. This cannot be expected to be forthcoming at this time.

Approved.

J. T. O'HARE,
Maj., G.S., Mil. Attache.

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

From: M.A., Havana. Report No. 3259. Date: April 17, 1930.

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

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4-1 APR 23 1930

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WAR DEPARTMENT

G-2 Report

CUBA (Economic)

Subject: Domestic Enterprise in the Employment of Commercial Aircraft.

RECEIVED G/2 W. D. APR 22 1930

1. Early Aviation Activities

1911 - The first planes seen in Cuba were those of the Curtiss Exhibition Company which in 1911 sent Lincoln Beachy and two other pilots to Havana to stage a series of demonstrations and races, the chief of which was a race around Morro Castle. While in Havana the team based at Camp Columbia.

1913 - The first airplane to fly to the shores of Cuba was that of Domingo Rosillo who, on May 17, 1913, flew from Key West to Havana. On May 19, 1913 this flight was duplicated by the Cuban aviator Augustin Parla. The latter subsequently completed a successful tour of the island and eventually became managing director of the first aviation company recognized in Cuba.

1914-18 - During the years immediately prior to and following the World War, Cuba was visited by a number of individual "barnstormers" who achieved considerable financial success. During the war the U. S. Navy maintained sea-plane patrols with bases at Havana and Guantanamo.

1919 - Compania Aerea de Cuba, S.A.
(A Cuban concern. Capital: $500,000)
President: Sr. Hannibal Mesa
Vice-Pres.: Sr. Nicolas de Cardenas
Manager: Sr. Augustin Parla
(Sr. Eusebio S. Azpeasa, Sec. to President Menocal, though not an officer of the Company, assisted greatly by securing the use of government land and facilities).
Operations Headquarters: Camp Columbia.
Ground Equipment: One large, well-equipped hangar.
Flying Equipment: Two bi-motor Farman-Goliath 500 HP Salmson, 12-passenger transports.
Three single-engine Farmans, 3-passenger.
Personnel: Operating personnel and pilots were French, furnished by Farman Freres.
Object: General passenger carrying and sight seeing service. (No regular schedules observed).

This company, which promised much, received enthusiastic financial support from local Cubans, who, by reason of war profits had at that time ample funds to invest in aviation. Unlike their German contemporaries in Venezuela, the Frenchmen failed to take advantage of this opportunity and as a result of mismanagement and graft, the concern in about a year became ~~inoperative with considerable loss to the stockholders. This discouraging~~ experience had a very detrimental effect on local public opinion and until comparatively recently, it has been difficult to interest Cuban capital in aviation projects.

1920 - Sr. Rafael de Zaldo.
Operations Headquarters: Camp Columbia.
Ground Equipment: One hangar.
Flying Equipment: Two Curtiss JN and one Curtiss "Oriole"
Object: Passenger carrying, barnstorming.

From: M.A., Havana. Report No. 3262. Date: April 17, 1930.

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

After a brief period of success, his activities came to an end with the obsolescence of his JN planes and the final destruction of hangar and "oriole" in a tornado in 1921.

1921 - The Junker Aircraft Company of Germany, having established a successful and profitable service in Venezuela ("SCADTA"), sent three Junker seaplanes to Cuba in the hope of securing air-mail contracts. After demonstrating their planes for a few months, they withdrew, as the existing administration, for diplomatic reasons, favored American concerns in the awarding of such contracts.

1921 - Jose Manuel Vizcaino purchased the equipment and assets remaining of the defunct Compania Aerea de Cuba, S.A., and attempted to organize a local service. The expense involved in reconditioning old equipment, climaxed by a fatal crash, rendered the proposition impracticable and nothing was accomplished.

1922 - Aeromarine Airways, Inc.
(An American concern)
Operating Headquarters: Key West.
Flying Equipment: Reconditioned HS-2L Navy flying boats.
Object: Passenger service, Key West-Havana and Miami-Nassau.
The Key West-Havana service was highly successful for several years, though operations were limited to the winter months. Besides income derived from passenger-carrying, the company was granted a mail contract by the U. S. Post Office Department at the rate of $175 per trip to Havana. On the return, Cuban mail for the United States was carried through an arrangement with Havana banks.
The company's activities ended as a result of mismanagement and increasing expenses due to the high rate of depreciation of equipment. These conditions were climaxed by several accidents involving loss of life to passengers, which destroyed public confidence.

1927 - "El Pais" newspaper
(Owner: Senator Hornedo)
This newspaper made use of three Travel-Air biplanes for advertising and to expedite the production and distribution of the paper in the eastern end of the island. This activity was interrupted by a special Presidential Decree which forbade flying by civilian aircraft in Havana Province after 3:30 P.M. It is said that this decree was issued for purely political reasons and to deprive "El Pais", which was a rival to a paper in which the President had a financial interest, of the advantage it had achieved by the use of its flying service. If this is the case, it achieved its object, for "El Pais" sold the planes which could no longer be used to advantage.

1927 - Pan American Airways, Inc.
Having secured air-mail contracts from both the Cuban and United States Governments, this company inaugurated a Key West-Havana ~~aerial~~ mail and passenger service in October, using two Fokker tri-motors. This company has since expanded to the point that it now operates 75 or more planes over 13,000 miles of airways.

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

Approved.
J. T. O'HARE,
Major, G.S., Mil.Attache.

From: M.A., Havana. Report No. 3262. Date: April 17, 1930.

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

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G-2 Report

5400

OFFICE CHIEF OF STAFF
M.I. N.I.E. DIV.

4-1 APR 23 2078-31 1930

CUBA (Economic)

Subject: General Flying Conditions.

WAR DEPARTMENT
RECEIVED G/2 W. D. APR 22 1930

1. Conditions in Cuba are generally very favorable for flying. With the exception of the Sierra Maestre range at the extreme southeastern end of the island and a much smaller range in the Province of Santa Clara, there are no high mountains. The center of the island, through its length, is generally open and level, affording many locations where landing fields can be established at comparatively little cost.

2. The north coast affords generally favorable flying country with the exception of the extreme east and west portions. East of Matanzas to the Bay of Nipe, the coast is characterized by numerous bays and inlets sheltered by outlying keys. The latter provide conditions particularly well suited to the operation of flying boats or amphibians. The south coast, throughout a large proportion of its length is composed of extensive and dangerous swamp areas which should be avoided.

3. Aerial navigation is greatly simplified by reason of the shape of the island (length: 730 miles, average width: 50) and it is possible to fly to practically any point of the island keeping one coastline or the other in view at all times. The new "Central Highway" and the main rail lines, which extend from end to end of the island, form excellent guides, though the independent rail systems belonging to the numerous sugar centrals are not included on any map suitable for airway use and tend to create confusion. Such hills as exist, other than the mountains previously referred to, rise abruptly from the generally flat terrain of the island in a characteristic manner and are good landmarks.

4. Pilots expecting to operate extensively in Cuba would be advised to study the characteristics of certain localities, such as, for instance, the northern sugar producing section of Camaguey Province. This area is extremely flat and contains many places apparently ideal for landing. In fact, however, this area which was formerly dense forest is still covered by innumerable stumps which are practically invisible except from low altitude. These stumps are gradually being eliminated by burning and natural rot and in the course of five or ten years will disappear. The north coast in the vicinity of Sagua la Grande is characterized by numerous "savannahs" apparently suitable for landing, but which in reality are swamps. Other areas suitable for landing in the dry season become dangerously soft during the rainy season. In the event of forced landing in these localities, it is advisable to land in the growing cane if possible which can generally be accomplished without material damage. Pilots should learn to distinguish the hennequen areas east of Matanzas as this is particularly dangerous on account of its strong sword-like leaf.

5. All existing types of aircraft can be used successfully in Cuba, though in view of geographic conditions, it would appear that for local commercial or pleasure flying the amphibian type affords the greatest advantage.

6. Weather Conditions - As in all tropical countries, the weather is seasonable. During the winter months fair weather prevails with excellent visibility. During the summer, heavy rains are very frequently encountered. These are, however, of a local nature and generally can be circumnavigated.

From: M.A., Havana. Report No. 3265. Date: April 17, 1930.

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

Rain at that season is of a torrential nature and thunder storms are not uncommon. Weather conditions change rapidly, and storms, while occurring suddenly, dissipate equally rapidly. Fogs are comparatively unknown. The record of over 99 per cent flights completed, established by the Pan American Airways during 1929 is an excellent testimony to the fact that the weather affords little handicap to flying activities in Cuba.

P. Melville

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

Approved.

T. O'Hare

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

From: M.A.I, Havana. Report No. 3265. Date: April 17, 1930.

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

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G-2 Reports

APR 5400-a
WAR DEPARTMENT

7

CUBA (Economic)

Subject: Air Routes.

RECEIVED G/2 W. D. APR 22 1930

1. The strategic advantage of Cuba and, in particular, of the city of Havana is readily apparent from a brief examination of any map of Central America and the West Indies. It is evident that two main routes, roughly parallel, are available to connect the United States and South America; one by way of Mexico, the other by way of Cuba.

2. The latter sub-divides into two routes, a western route via Yucatan to Panama, and an eastern route via the Antilles to Venezuela. Havana is the logical "switching-point" between these two routes according as traffic is directed toward the east or west coast of South America.

3. The route via Mexico serves generally the western and far-western states of the United States. While it is the most direct route between the western United States and South America, it suffers the disadvantage that much mountainous and unfavorable flying-country is encountered while airway operators are exposed to the possibility of interference and regulation by Mexican authorities. The latter cannot, at present, be circumnavigated due to the distances involved.

4. The routes via Florida and Cuba serve, generally, the states east of the Mississippi which contain the greater precentage of population as well as most of the important financial and manufacturing centers of the United States. It is, therefore, reasonable to expect that a greater volume of traffic will proceed via Cuba than will via Mexico. The route via Cuba and the West Indies provides the further advantage of an all-water connection between the east coast cities of the United States and those of the eastern South American countries, and includes a number of important cities and excellent harbors enroute. It is thus particularly suited to the operation of flying-boats and amphibians with the safety features that the latter represent. Operations on this route may, on occasion, be subject to interruption at certain points due to local political conditions. Such conditions are rare and distances are such that the disaffected points may be readily avoided.

5. The view that the air route via Cuba is more important and possesses advantages over those passing through Mexico is borne out by the fact that two well-equipped and heavily-financed air-lines are already operating on this route.

6. As the result of the probable future development of larger and more powerful aircraft, it may become practicable to fly, non-stop, from Florida to the Canal Zone. However, in view of the size and importance of Havana as a station for the discharge and receipt of mail and passengers, it is certain that the latter will maintain its importance as an airport. The passenger traffic in particular between Palm Beach or Miami and Havana reaches impressive figures during the winter season. (The Pan American Airways, Inc. report carrying 5000 passengers during the season January-March 1930, representing $250,000).
(See map "Airways in Mexico, Central America, Cuba and West Indies"
U.S. Bureau of Foreign and Domestic Commerce (DD 4643-45)

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. 3266. Date: April 17, 1930.

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

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
APR 28 1930
2079-33
5100-c
WAR DEPARTMENT

91 1 4-1

G-2 Report

27

CUBA (Economic)

Subject: Activities of Foreign Interests in the Establishment and Operation of Industrial Aviation.

RECEIVED G/2 W. D. APR 28 1930

1. On Wednesday, April 16th, the Embassy was visited by Captain J. Havens (U.S.N. retired), pioneer aviator, who in 1911 visited Havana in the interests of the Curtiss Exhibition Company, and with Lincoln Beachy and Charles Walsh gave the first exhibitions of flying seen in Cuba.

2. Captain Havens announced that he is now employed by the Curtiss Aviation Company and has traveled extensively over the principal countries of South and Central America formulating a plan for the development of a system of aerial communications for the Curtiss Company comprising an air service with South, Central and North America, having several of the Great Antilles countries and especially Havana in the proposed route. He offered no particulars as to the report or recommendations that he will submit to his company.

3. Captain Havens had made use of the Pan American Airways from Paramaribo. He was enthusiastic regarding the excellence of the Pan American Airways service and the high morale of the operating personnel. He reported that the opposite conditions appear to exist in the case of the NYRBA.

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. 3269. Date: April 19, 1930.

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

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
JUN 20 1930
2075-33
5100-b
WAR DEPARTMENT

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4-1

G-2 Report

CUBA (Economic)

Subject: Domestic Enterprise in the Employment of Commercial Aircraft.

RECEIVED G/2 W. D. JUN 24 1930

1. Compania Cubana de Curtiss. Mr. Pawley, of the local Curtiss organization, has announced informally the inauguration of passenger air service connecting the principal cities of the island. A plane will leave Machado airport in the morning and make stops at Santa Clara, Moron, Victoria de las Tunas, Holguin and Santiago. The return trip will be made the following day. This service will be operated experimentally for a period of thirty days without public announcement. After a suitable schedule has been decided upon, the service will be advertised. Charges have been placed at $49.00 from Havana to Santiago and $87.00 for the round trip, with an average of about eleven cents per mile for intermediate stops. Curtiss Thrush cabin planes will be used at first, but will be replaced by a Ford tri-motor if the service proves at all popular. It is not expected that the service will make money at the above rate, but its purpose at this time is mainly to popularize aviation, stimulate the establishment of airports and, principally, to provide an operating service as a basis for arguments in connection with bids for domestic airmail contracts.

P. Melville

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

Approved.

J. J. O'Hare

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

From: M.A., Havana. Report No. 3335. Date: June 17, 1930.

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

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G-2 Report.

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
APR 29 1930
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WAR DEPARTMENT

CUBA (Economic)

Subject: Domestic Enterprise in the Employment of Commercial Aircraft.

RECEIVED G/2 W.D. APR 28 1930

1. The American Chamber of Commerce of Havana has recently appointed a special "Aviation Committee", the purpose of which is to promote the development of commercial aviation in Cuba.

2. The committee is composed of the following individuals, all members of the Chamber:

M. V. Molamphy, Pres., American Chamber of Commerce
T. C. Ulbricht, Committee Chairman
G. Grant Mason, jr. (Pan American Airways)
P. W. Pawley (Curtiss)
Lewis L. Pierson (NYRBA)
G. S. de Bustamente (Corp. Aereo Cubana)

(It will be noted that each of the local operating aviation concerns is represented).

Meetings are held at noon every Tuesday at the American Club, No. 83 Paseo de Marti.

3. The policy of the committee has been formally announced as being directed toward the general promotion of aviation and is not confined to furthering the particular interests of its members, either individually or as a group. It plans to achieve its object through efforts to promote air-mindedness, including propaganda aimed to popularize the use of aircraft for business and pleasure purposes.

4. To date efforts have been confined to the discussion of ways and means and the formulation of a program. The latter, so far, includes the following:

a. A plan to circularize the mayors of townships, managers of sugar centrals, etc., pointing out the benefits aviation would bring to their communities and urging the preparation of local landing fields.

b. Efforts to secure a modification of existing clearance regulations pertaining to seaplanes. (At present local operators are required to prepare all the clearance papers, etc., necessary for the clearance of merchant vessels, for even a short flight between coastal cities).

c. The Committee further proposes to make representations as may be required from time to time to secure any additional regulations or modification of existing ones as may be found necessary to the general benefit of domestic aviation.

P. Melville

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

Approved.

J. J. O'HARE,
Maj. U.S., Mil. Attache.

From: M.A., Havana. Report No. 3271. Date: April 19, 1930.

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

THE SECRETARY OF WAR DIRECTS ANSWERS TO THIS CABLE AS FOLLOWS:

ADVISE WITHIN 12 HOURS if answer is unnecessary.

If answer is NOT SENT WITHIN 7 DAYS REASON MUST BE STATED.

C. H. BRIDGES,
Major General,
The Adjutant General.

Copies furnished as noted:

G-2 X
TAG √

BFS

Code- **CABLEGRAM.**

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

2079-35

Received at the War Department.

43 W **June 14, 1930.**

WAR DEPARTMENT
2 1:30 P.M.

From **Havana,**

To **The Adjutant General.**

June 14th.

Cuban War Department has requested authority fly over United States territory June 16th June 25th. Request authority be expedited. O'Hare

1st Ind. RCF/bap
G-2, W.D., June 16, 1930 - To: The Adjutant General.

Reference information informally furnished Col. Collins on the basis of telephone conversation with the Department of State.

Stanley H. Ford,
Colonel, General Staff,
A. C. of S., G-2.

JUN 1 1930

FORM NO. 0 635-3--A. G. O.
ED. MAY 15, 1922.

X INDICATES CABLE ROUTED FOR ACTION; √ FOR INFORMATION

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

G-2 Report

6700-c

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

4-1 JAN 2079-36 1931

1

WAR DEPARTMENT

CUBA (Economic)

Subject: Cadet Training.

RECEIVED G/2 W. D. DEC 31 1930

1. On the morning of December 16th the Flying School of the Cuban Air Service held exercises for the graduation of the nine students that had been taking flying training during the past year. The exercises consisted of a short flying demonstration, and a simple presentation of diplomas by President Machado, followed by a short reception.

2. Of the nine students to graduate, one was a Cuban officer (a flight surgeon); five, Cuban cadets; one, an Ecuadorian officer, and two Panaman cadets. The Cuban cadets automatically received commissions in the regular Army and were placed in active duty with the Air Service. The foreign students returned to their native countries.

3. It is the plan of the Cuban Air Service to discontinue flying training for at least six months, during which time its activities will be confined to tactical training.

4. The Cuban Air Service now has twenty-seven rated pilots, which is eight below its allowed strength.

E. R. Quesada

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

1st. Ind.

Office of the Military Attache, Havana, Cuba, December 20, 1930: 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.3431 Date: December 20, 1930.

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

G-2 Report

6700-c.

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
APR 23 1931
WAR DEPARTMENT

4-1 2079-36

CUBA (Combat)

Subject: Cadet Training.

RECEIVED G/2 W. D. APR 22 1931

1. The Cuban Air Corps has again organized a class for the purpose of giving flying instruction. The class was assembled on the morning of April 14th and flying instructions started immediately. The class consists of four Cubans and four foreigners. Of the four Cuban students, one is taking training as a Lieutenant, being a recent graduate of the Military School at Morro Castle, and three are taking training as cadets and were, until the start of the class, students at the Military School.

2. Of the four foreign students, three are officers in the Santo Dominican Army and the other is an officer in the Ecuadoran Army. The names and rank of the Santo Dominican students are as follows:

Captain Anibal Vallejo
Lieut. Frank Felix
Lieut. Julio E. Tejeda.

The name and rank of the Ecuadoran is Lieutenant Jerge Anibal Paez. It is understood that the Ecuadoran had previous training with the Parks Air College, a civilian flying school located in St. Louis, Mo. It is not known at this time whether Lieutenant Paez was sent to the Parks Air College by his Government or not.

3. The eight students will take the prescribed course which usually lasts ten months and consists of approximately 150 hours of flying. The organization of this class necessitated a change in policy regarding flying training, as upon the completion of the last class it was decided that the Air Corps so closely approached its allotted strength of flying personnel that the flying school would be discontinued for an extended period. It is believed that the President's enthusiasm and interest in aviation and also his desire to have a strong air force, was responsible for the re-organization of this school.

E R Quesada

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

Source: Personal Contact.

1st. Ind.

Office of the Military Attache, Havana, Cuba, April 16, 1931, to the Assistant Chief of Staff, G-2.

1. Approved.

2. All expenses incident to the training of the Dominican and Ecuadoran students are borne by the Cuban Government, which can ill afford such extravagances. It is estimated that the cost of education of each student is $35,000. ~~While this~~ gesture of the Cuban Government may give Cuba some prestige in the countries concerned, it is believed that much more good would be accomplished by an exchange of students in some of the more powerful South American countries, such as Chile and the Argentine.

3. The starting of a new class at this time is not considered wise,

From M. A., Havana No. 3517 Date: April 16, 1931

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

as there are now more trained Air Corps personnel in the Cuban Army than equipment to accommodate it, with no prospects for additional equipment being procured in the early future.

J.J. O'Hare

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

From M. A., Havana No. 3517 Date: April 16, 1931

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

THE SECRETARY OF WAR DIRECTS ANSWERS TO THIS CABLE AS FOLLOWS:

ADVISE WITHIN 12 HOURS if answer is unnecessary.

If answer is NOT SENT WITHIN 7 DAYS REASON MUST BE STATED.

C. H. BRIDGES,
Major General,
The Adjutant General.

Copies furnished as noted:

8074-36

G-2 X
TAG V

Code - CABLEGRAM.

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
JJ
MAY 2
8074-36
1931

Received at the War Department.

December 11, 1930.

3
WAR DEPARTMENT

4 P. M.

From **M.A. Havana**

To **The Adjutant General.**

37 XG

Number 8. December 11th.

Information has been received that General Danforth has been invited to graduation of Cuban Aviation School December 15th. Ambassador feels and I concur that due to conditions here he should not come at this time.

O'Hare.

HAK/bap

1st Ind.

G-2, W.D., December 12, 1930 - To: The Adjutant General.

Concurred in by G-2 and State Department. It is requested that appropriate action be taken.

R. C. Foy,
Colonel, General Staff,
Acting A. C. of S., G-2.

Decd. by Sgt.
12/14/30
BAP

X INDICATES CABLE ROUTED FOR ACTION; ✓ FOR INFORMATION

FORM NO. O 635-3--A. G. O.
ED. MAY 15, 1922.

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

G-2 Report

OFFICE CHIEF OF S[illegible] 6700-c.
MIL. INTEL. DIV.

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WAR DEPARTMENT

CUBA (Combat)

Subject: Cadet Training.

RECEIVED G/2 W. D. JAN 2 [illegible]

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1. The Cuban Air Corps held exercises for the graduation of its class of flying students on December 17, 1931. Only five were graduated: Three Cuban cadets and two officers from Santo Domingo.

2. As compared to past exercises for the graduation of the flying classes, the ceremony was short, consisting of a five ship formation of the five students, an assimilated attack upon a tow target, and a short period of stunting in P T airplanes. Upon the completion of this flying demonstration those attending the exercises adjourned to a hangar where a short speech was made by the President of Cuba, after which he presented diplomas to the five graduating students. Immediately after the presentation of diplomas, the exercises terminated.

3. In the President's speech mention was made of the loyalty of the Air Corps during the revolution of August of this year. He also spoke of the excellent work accomplished by the United States Army Air Corps Mission, which terminated on the following day.

4. As far as can be determined, there is no intention on the part of the Cuban Air Corps to continue the training of students. The Corps now has thirty pilots. However, only twenty-seven of these are assigned to the Army Air Corps, one being a flight surgeon of the Medical Corps, one a Naval Officer, and another assigned to the Corps of Engineers.

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, December 21, 1931: 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. 3651 Dated: December 21, 1931

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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

2079-36/4

CUBA (Combat)

Subject: Cadet Training.

RECEIVED G/2 W. D. FEB 5 1932

1. Supplementing report No. 3651, dated December 21, 1931, on the above subject, the following is submitted:

2. Upon the graduation of the last class of flying students on December 17, 1931, the Flying School of the Cuban Army has ceased to function.

3. Although there is no formal announcement that the school will become active, the writer has learned through personal contact with those officers of the Cuban Air Corps who exercise the most influence that there is a plan to pick about eight cadets from the next graduating class of the Military Academy at Morro Castle, and give them flying training, with the hope of bringing the Air Corps up to its allotted strength. This plan is not generally known, and an effort is being made to keep it secret, for the purpose of minimizing the use of political influence in obtaining the appointment of flying cadets.

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, January 27, 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. 3685 Dated: January 27, 1932.

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

OFFICE CHIEF OF STAFF
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MAY 23 1932
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WAR DEPARTMENT

~~Confidential~~: The Military Attache,
Havana, Cuba.

G-2 Report

CLASSIFICATION CANCELLED
By authority Letter of Dec. 13, 1963, from NSC to Archivist.
By
Date 6-19-69

CUBA (Combat)

Subject: Cadet Training.

RECEIVED G-2 W. D. MAY 21 1932

1. Although there are some pilots in the Cuban Army Air Corps who might be considered excellent, the average Cuban youth is not as well suited for training as military pilot as the corresponding American youth. This may be attributed to the following:

(a) The educational standards in Cuba are far below those of the United States. Comparatively few of the military pilots have received educational benefits equivalent to those afforded by recognized American colleges.

(b) The educational requirements for entrance in the Cuban Army Flying School are not as rigid as those in the United States. A great majority of the students win their right to entrance by political, rather than educational and physical qualifications.

(c) The average Cuban youth is not as ambitious as the corresponding American youth. His entrance in the flying branch of the Cuban Army is often attributed to a sense of bravado, and a desire to "show off" to his friends, rather than a real desire to become a part of the military machine.

(d) The average Cuban is not disciplined in his youth, and, as a result, is not amendable to it, either as a cadet or officer.

(e) In most cases, the Cuban pilot soon tires of his lot in life when the novelty of flying has worn off.

2. The undersigned is of the opinion that the future success of the Cuban Air Corps depends solely on the force of the Chief of the Air Corps. Up to the present, the choice for this post has been a very fortunate one. However, in each case, the man selected has been a very fortunate one. However, in each case, the man selected has been a non-flying officer, and no flying officer is being "groomed" for this position. In fact, there appears to be only one officer in the Air Corps, Captain Torres Menier, who, in my opinion, has the necessary qualifications to become Chief of the Air Corps. While he is the logical successor to the present chief, both because of seniority and ability, it is doubted if he will ever be named because he does not have sufficient political backing.

3. Although the majority of the military pilots have sufficient hours in the air to make flying a second nature to them, most of them are purely mechanical, rather than natural, in handling their planes. This is especially true in their work on combat exercises, and may be partly attributed to their lack of training in this type pf flying. Like many of our own military pilots of the immediate post-war period, they consider as drudgery any type of flying of a purely military nature.

From M. A., Havana No. 3776 Date: May 16, 1932

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

4. A recently attempted flight from Havana to Mexico City by Captain Eduardo Laborde, which terminated in the crashing of his plane near Pueblo, Mexico, offers a good example of the point of view of the Cuban military pilot. Although Captain Laborde is the oldest Cuban Army pilot in years of flying, and is generally referred to as the Cuban Ace (the members of the Cuban Air Mission repeatedly stated that he was one of the worst pilots in the Corps), he attempted to make a trip that has been made so many times by both commercial and military planes that it is considered a part of a day's work, the only unusual feature of it being that he used a very low powered machine. Such a trip should not have attracted any attention, for even had it been successfully terminated, nothing would have been proven, yet for days the Havana press devoted its most conspicuous places to the flight, citing Laborde as a hero, etc. Immediately thereafter the Chief of Staff's office was flooded with applications by military pilots for permission to make similar trips. Incidentally, Captain Laborde is still in Mexico City, and, from press accounts, he captured the imagination of the Mexicans about as much as he did the Cubans'.

5. While the above appears to be a rather severe scathing of the personnel of the Cuban Air Corps, it must be borne in mind that it is done only in comparison with the personnel of the American Army Air Corps. If a lower standard of comparison could be given, such as the Air Corps of any of the other Latin American countries, Cuba would undoubtedly be entitled to a very much higher rating.

J. U. O'Hare,
Major, General Staff,
Military Attache

Source: Personal Observation

From M. A., Havana No. 3776 Date: May 16, 1932.

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

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OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

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G-2 Report

WAR DEPARTMENT

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2079-36/6

CUBA (Combat)

Subject: Cadet Training.

RECEIVED G/2 W. D. JUN 7 1932

1. With reference to Evaluation of Report No. 3776, dated May 24, 1932, subject as above, the following is submitted:

(a) In my opinion, the report of the Commanding Officer of the Cuban Air Mission, to which reference was made in the above mentioned Evaluation of Report, was too favorable. This is most natural, and I believe that his views were somewhat distorted by having constant contact with the Cuban Army and none with the American Army for about three and a half years.

(b) The report of May 24th was submitted after almost three years close contact with the Cuban Army, and the basis of it was from notes made by Lieutenant Quesada, after a year and a half of close contact with the Air Corps.

(c) It must be realized that the report was based on a comparison with the American Army Air Corps, and with special reference to the military pilots of a few years experience. About two years ago, some forty young American Army pilots were in Cuba, and the favorable impression that they made was so lasting that, in writing the report, a comparison was unconsciously made with them.

(d) It is suggested that Lieutenant Quesada, who is now at Bolling Field, be interviewed concerning his impression of the average Cuban Army pilot, as he is much better qualified than the undersigned to pass on their professional qualifications.

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

Source: Personal Observation.

From M. A., Havana. No. 3793 Date: June 2, 1932.

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

No Objection to Publication in Service Journals

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MIL. INTEL. DIV.

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G-2 Report

6700-c 7

CUBA (Combat)

Subject: Cadet Training.

RECEIVED G/2 W.D.

Graduation of Flying Cadets.

1. On Monday, February 25th, graduation exercises for the nine flying cadets who had successfully completed the course of training at the aviation field at Camp Columbia, were held. The exercises lasted from 3 o'clock in the afternoon until 7 in the evening, and were attended by the President of the Republic, the Commander-in-Chief of the Army, members of the Diplomatic Corps, and a considerable number of officers and enlisted men of the Army. After comparatively short addresses by Colonel Batista and President Mendieta, a diploma and a set of wings were presented to each cadet.

2. Following this ceremony, various flights were made by the cadets and their instructors, for the purpose of demonstrating their ability. The formation flights of the Primary Training planes and of the Corsairs were very well executed, as was also the simulated bombing and attack flight. The last exhibition was a simulated "dog fight", executed by the instructor, Mr. L. J. Povey, and one of the cadets. For this flight the two Curtiss-Hawk planes were used, and the crowd was impressed by the maneuvers executed by the pilots.

3. These are the first cadets to be graduated and commissioned 2nd. Lieutenants since the reorganization of the Air Force following the revolution of 1933. The course of instruction has lasted for about ten months, during which time the actual flying instruction has been given by Mr. L. J. Povey, an American, and Mr. Emiliano Solarzano Munoz, a Colombian, who are under contract as aviation instructors with the Cuban Army. These two men deserve considerable credit for the manner in which their work has been accomplished, for there have been no casualties among the personnel and only two planes have been lost, the pilots in both cases saving themselves by means of parachutes.

4. A new group of 15 flying cadets has been designated to receive advanced training in aviation. These cadets have already had some training, but were not considered sufficiently proficient to warrant giving them commissions as officer aviators. Upon completion of further training, it is probable that the majority of these cadets will receive commissions.

L. V. H. Durfee,
Captain, Infantry,
Assistant Military Attache.

Source: Personal Observation

LVHD:vm

1st. Ind.

Office of the Military Attache, Havana, Cuba, February 26, 1935: To the Chief, Military Intelligence Division, Washington, D. C.

1. Approved.

T. N. Gimperling,
Lieut. Colonel, Infantry,
Military Attache.

From M.A., Havana No.4894 February 26,1935.

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

OFFICE CHIEF OF STAFF
MAR 23 1931

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G-2 Report

6700-a

WAR DEPARTMENT

CUBA (COMBAT)

Subject: Training

RECEIVED G-2 W. D. MAR 31 1931

1. On the mornings of March 11 and 13 flights were made to the City of Pinar del Rio in the Province of Pinar del Rio for the purpose of observing the gunnery and bombing practice which is being conducted by the Cuban Air Service. The following observations were made:

(a) Preparation

Early in February, when it was decided that pilots of the Cuban Air Service should take a course in bombing and gunnery, an effort was made to find a suitable place to conduct the exercises. The Isle of Pines was first decided upon, but this was changed due to the necessity of flying over sixty miles of water in order to reach the range. The location seven miles south of the City of Pinar del Rio was finally selected, and with very little labor it was possible to mark off two runways approximately 2,400 feet long that are very suitable for the purpose.

There was also laid out a gunnery and bombing range adjacent to the field. The gunnery range consists of four targets, two of which are for the front guns and two for the rear. The targets for the front guns are six feet by six feet; on each are inscribed three circles, making a target of conventional design. The targets for the rear guns are twenty-five feet by four feet; on each are painted black strips twenty-three feet by three feet.

The bombing targets consist of two twenty-five foot circles about one-half mile apart, one target being for live bombs, and the other, for dummy bombs.

A small camp, consisting of three tents and capable of accommodating three men, who are used as range keepers and guards, was made. These men were on the site several days before practice began, and are responsible for the range; they will remain there until practice is over.

It is the intention of the Cuban Air Service to build a permanent range on the Isle of Pines, using the present labor, between now and next year.

(b) Equipment

Four Vaught-Corsair airplanes are used in the practice. These airplanes are flown to the range from Camp Columbia every day by the personnel that is going to take part in the practice on that particular day. Each airplane is equipped with two fifty-calibre Browning machine guns mounted in the upper range and shooting forward; these guns are model 1928 and are in ex-

From: M. A., Havana No. 3492. Date: March 16, 1931.

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

cellent condition. There is one fifty-calibre Lewis machine gun mounted on the old standard gun turrel in the rear cockpit, making it a flexible gun.

The bomb racks are the same type as used by the United States Army attack and observation planes. Each ship has two bomb racks mounted on the lower wings, with a bomb release and safety device mounted in the front cockpit only.

None of the ships are equipped with bomb sights, as there are none in the possession of the Cuban Air Service. The standard barrel sight is used as a sight for the front guns, and it is mounted directly in front of the pilot's eyes. The standard ring and bead with wind vane sight is used for the rear flexible guns.

(c) Ammunition

The live bombs are the twenty-five-pound personnel bombs. The dummy bombs are of concrete and are made at Camp Columbia. Each dummy bomb weighs twenty-four pounds and seems to serve the purpose very well.

The machine gun ammunition used the first few days of practice was very poor, and it was seldom that a burst of more than four shots could be made without a stoppage, which was usually in the first position. The trouble just described is attributed to the age of the ammunition; some of it was twelve years old. Newer ammunition is now being used, and with good results.

(d) Method of Practice

The live and dummy bombs are dropped from an altitude of 1,000 feet without diving, and each approach to the target is made from a different direction. Though the pilot actually releases the bomb, he is directed by the observer in the rear cockpit in respect to direction and the time the bomb should be released. This method of bombing was adopted against the advice of Captain Beam, the commanding officer of the Air Mission, with the argument that in case of necessity they would prefer to bomb without diving.

The approach to the target when shooting the forward guns is made at approximately eight hundred feet, and before shooting a dive of about forty degrees is made and short bursts are fired when between three hundred and two hundred feet.

When shooting the rear guns the pilot flies past the target about two hundred feet at a distance of about three hundred feet out from the target. The observer shoots at the target when it approaches a perpendicular position to the line of flight of the airplane.

(e) Prescribed Course

Each pilot is required to drop two real bombs and six dummy bombs and to shoot one hundred twenty rounds of ammunition from the front guns, and eighty rounds from the rear.

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By AMF NARS, Date 05/04/89

The pilots are paired into teams and each accompanies his teammate through the prescribed course. One team is on the range each day and completes the entire course during the morning.

(f) Scoring

A hit in the center of the twenty-five-foot bombing circle counts twenty-five points, and one point is deducted for every foot away from the center of the circle to the point where the bomb hits. A hit in the bull's eye, or center of the circle, of the front gun target counts five points; a hit in the adjacent circle counts four points; and a hit in the outer circle counts three, while a hit not in the outer circle, but on the target, counts two. For the target used with the rear guns a hit in the black strip counts five points, and a hit on the target outside the black strip counts four.

(g) Ability

In the practice the Cubans appeared to be poor bombers, which may be accounted for by the fact that they had not had practice in bombing and were not using bomb sights.

Some of the bombs dropped missed the circle by two hundred yards. There was a noticeable difference in the ability of the Cubans to shoot the front and rear guns; strange as it may seem, they were able to make fairly good scores with the forward guns, as contrasted with the miserable scores made with the rear guns. Some of the pilots have missed the rear gun target with their entire allotment of eighty rounds.

(h) Comments

It is very probable that those pilots whose scores would be considered low both in bombing and in shooting could approach our standards with practice. It was the first time many of the officers had ever shot or dropped bombs from an airplane.

There was a noticeable lack of precaution during the entire practice; many times the pilots flew directly over the camp and the personnel conducting the practice, their airplanes loaded with live bombs. There was also little care taken in taxiing the airplanes when they were loaded with live bombs.. The location of the target used for the dropping of dummy bombs is very dangerous to the personnel conducting the practice due to its proximity to the camp; several bombs dropped within twenty or thirty yards of the airplanes on the line.

In general the practice was run off with the least possible delay. Each time a pilot lands, having completed a certain portion of the course, another airplane is running and ready for him to use in continuing the practice. It is expected that the practice will last thirteen working days, as two officers complete the course each day and twenty-six are participating.

The officers do not appear to be enthusiastic over the course, and seem to take it as a matter of routine. It is

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particularly noticeable that there is no competition among the pilots and that practically no consideration is given to total scorings.

E. R. QUESADA,
Lieutenant, Air Corps
Assistant Military Attache for Air

Source: Personal observation

1st. Ind.

Office of the Military Attache, Havana, Cuba, March 16, 1931, to Assistant Chief of Staff, G-2.

1. While the observations made in paragraph (h) indicate that the officers of the Cuban Air Corps are lacking in training both in bombing and machine gunnery, it must be borne in mind that this is the first exercise of this type that has been undertaken and that it certainly is a step in the right direction. More exercises of this type will serve to make the Air Corps officers realize that they have additional responsibilities to that of pilot.

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

From: M. A., Havana No. 3492 Date: March 16, 1931.

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

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2079-37
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6550-b

G-2 Report

CUBA (Combat)

2079-37

Subject: Combat Equipment.

RECEIVED G/2 W. D. MAR 23 1932

1. There has been no change in the armament of the standard observation plane (Vought Corsair) since last reported. (See report No. 3492, index No. 6700-a, dated March 16, 1931).

2. The two Curtiss Hawk (Wasp engine) pursuit planes now used by the Cuban Army are each equipped with one Browning machine gun, calibre .30, model 1928, mounted in the cockpit in front of the pilot and synchronized to shoot through the propeller. The standard Boden control for shooting the gun is mounted on the stick.

3. The same type of barrel sight is used on the pursuit plane as is standard for the observation plane and it is mounted on the fuselage under the center section in line with the pilot's eyes.

4. No other form of armament is carried by the pursuit plane. The consolidated training planes (PT3) are not equipped with armament.

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 17, 1932:
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. 3720 Date: March 17, 1932.

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

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OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
APR 6 1932

6700-a.

G-2 Report

5-1 2079-37

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WAR DEPARTMENT

7

CUBA (Combat)

Subject: Combat Training.

RECEIVED G/2 W. D. APR 1932

1. During the later part of April and the early part of May, the Cuban Army Air Corps will conduct their annual aerial gunnery and bombing exercises.

2. The plan this year is to conduct the practice at the Isle of Pines, using the field adjacent to the Isle of Pines Model Prison as a base. Instead of commuting each day to the gunnery range, as was done last year when the range was located near the City of Pinar del Rio, the Air Corps personnel will be divided into three groups of ten pilots. The first group will fly the planes to be used for the exercises to the range, and upon the completion of their itinerary, which will require one week, will return to Havana by boat. The second group will make the voyage to and from the Island by boat, and the third group will go by boat and return by air.

3. The personnel conducting and taking part in the exercises will live in excellent quarters at the Model Prison. This new location for a gunnery and bombing range should prove to be very satisfactory and the idea of going to the Isle of Pines has aroused a great deal of enthusiasm among the personnel of the Corps. It is hoped that conditions will permit the establishment of a permament gunnery range at this new location.

4. The equipment, method of practice, prescribed course, and method of scoring will be as described in my report No. 3492, index as above, dated March 16, 1931. \ 2079-37

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, April 5, 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. 3733 Date: April 5, 1932.

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

MILITARY INTELLIGENCE DIVISION
6700-a
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APR 22 1931
WAR DEPARTMENT

G-2 Report

2079-38
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27

CUBA (Combat)

Subject: Training.

RECEIVED G/2 W. D. APR 22 1931

1. Attached is the curriculum of a short course given to Cuban Air Corps pilots to qualify them to become instructors in the Air Corps Flying School. This course is modelled after the instructors course that has been given at the United States Army Flying School to qualify its pilots to become instructors.

2. The purpose of this course is to standardize the methods of instruction and lay down a standard of efficiency that must be met by the students taking the course of flying instruction.

E. R. Quesada

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

Source: Personal contact.

1st. Ind.

Office of the Military Attache, Havana, Cuba, April 16, 1931, to Assistant Chief of Staff, G-2.

1. Approved.

J. T. O'Hare

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

From M. A., Havana No. 3518 Date: April 16, 1931.

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

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
4-1 2079-38
WAR DEPARTMENT

CURRICULUM OF FLYING AND GROUND INSTRUCTIONS FOR INSTRUCTORS COURSE.

1st day CONFERENCE 1 hour
- Development of Flying Instruction
- Selection of Applicants for Training
- Natural Aptitude Defined
- The "Natural" and the "Mechanical" Student
- Standard of Proficiency
- Attitude of Instructor and Student
- Development of Relaxation and Instructor's Study of Student
- Keeping of Student's Log

NO FLYING

2nd Day CONFERENCE-1 hour
- Straight and Level Flying
- Climb and Glide
- Gentle turn
- Turn in Glide
- Climbing turn
- Take-off
- Engine Controls and instruments
- Taxi-ing
- Landing

FLYING-1 hour

3rd Day CONFERENCE-1 hour
- Medium bank
- Steep bank
- Stalls
- Spins

FLYING-1 hour

4th Day CONFERENCE-1 hour
- Eight across road
- Eight up and down road
- Eights around pylon
- Vertical Eights
- Eights on pylons
- Lazy eight

FLYING 1-hour

5th Day CONFERENCE-1 hour
- Chandelle
- Spirals without power
- 360° turn
- 180° turn
- Forced landings

FLYING-1 hour

6th Day CONFERENCE-1 hour
- Loop
- Half roll
- Vertical reverse
- Barrel roll
- 2500 foot spiral to landing

FLYING-1hour

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

7th Day CONFERENCE-1 hour

Side-slip, forward-slip, slipping turn
Hurdle
Cross wind take-off and landing
Handling student who cannot progress further

FLYING-1 hour

REVIEW PRIOR TO COMMENCEMENT OF ADVANCED COURSE

1st day Elementary phase
Conference and flying

2nd day Accuracy phase
Conference and flying

3rd day Final phase
Conference. No flying

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By AMF NARS, Date 05/04/89

CURRICULUM of FLYING INSTRUCTION

for

PRIMARY COURSE.

1. ELEMENTARY PHASE
1 to 10 hours

Effect of Controls
Straight and level
Gentle turns
Climb (stall, steep and normal)
Glide (stall, steep and normal)
Gentle climbing turns
Gentle turns in glides
Taxi-ing
Take-off
Landings (straight approach, 90° approach)
Medium banks

Before first solo student will be proficient in the maneuvers of Elementary Phase and will have a sufficient amount of stalls and spins to insure necessary safety in flight.

11 to 24 hours

Steep banks
Stalls (in various positions)
Spins
Normal eights on pylons
Chandelles

All students in this phase will be given a sufficient amount of forced landings to satisfy the instructor that they under ordinary conditions, could handle the airplane safely if forced down by motor trouble.

TEST BY OFFICER IN CHARGE OF FLYING

2. INTERMEDIATE PHASE
25 to 50 hours

360° turns
180° turns
Forced landings
Forward and side slips
Cross wind landings
Steep eights on pylons
Hurdles (90° and 180° turns, slips, "S" turns, spiral from altitude)
Loops.
Rolls
Half rolls
Vertical reverses

TEST BY OFFICER IN CHARGE OF FLYING

3. FINAL PHASE
51 to 65 hours

Strange field landings
Front seat practice
Formation
Night flying
Cross country

TEST BY OFFICER IN CHARGE OF FLYING

TOTAL time for course:
65 hours.

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

CURRICULUM of FLYING INSTRUCTIONS FOR ADVANCED COURSE

1. ELEMENTARY PHASE
1 to 8 hours

Explanation of controls and instruments
Straight and level
Gentle turns
Climb (stall, steep and normal)
Glide (stall, steep and normal)
Medium banks
Gentle climbing turns
Gentle turns in glide
Taxi-ing
Take-off
Landings
Forced landings
Stalls
Spins

9 to 18 hours

Vertical banks
Normal eights on pylons
Chandelles

TEST BY OFFICER IN CHARGE OF FLYING

2. ACCURACY PHASE
19 to 50 hours

Accuracy landings
360° turns
180° turns
Cross wind landings
Maximum performance
Hurdles (90° and 180° turns, straight slips, "S" — turns, spiral from altitude)
Steep eights on pylons
Cloud flying.

TEST BY OFFICER IN CHARGE OF FLYING

3. FINAL PHASE
51 to 85 hours

Formation
Night flying
Cross country
P.T. aerobatics

TEST BY OFFICER IN CHARGE OF FLYING

Total time for course:
85 hours.

Primary	65 hours
Advanced	85 hours
Total	150 hours.

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

DETAILED CURRICULUM OF FLYING INSTRUCTION FOR ADVANCED COURSE

1. ELEMENTARY PHASE
1 to 8 hours

A minimum of 4 hours dual will be given before solo. Instruction will cover the following: controls, breaks, instruments, fuel system and general characteristics, r.p.m., speed, range, oil pressure, temperature, use of adjustable stabilizer, etc. Instruction will be given in straight and level flight, gentle turns, climbs (stall, steep, normal), glides (stall, steep, normal), medium banks, gentle climbing turns, gentle turns in glides, taxi-ing, take-offs, landings, forced landings, stalls, spins.

9 to 18 hours

Dual and solo instructions will be given in vertical banks, normal eights on pylons and chandelles.

TEST BY OFFICER IN CHARGE OF FLYING

2. ACCURACY PHASE

19 to 50 hours Accuracy Landings 3 hours	This work will be divided between landing to a spot from a straight glide and from a 90° turn. Dual instruction and solo practice will be given.
360's & 180's. 8 hours	The work on this stage will be divided equally between 360 and 180 degree turns. Students will be given sufficient dual instruction to insure their safety before being allowed to solo.
Cross wind landings. 1 hour	Instruction will be given in the various manners of landing and taking a ship off cross wind.
Maximum performance. 3 hours	The work on this stage will be dual and solo instruction in the following: Maneuvering plane at its minimum speed; maneuvering plane at its maximum speed; methods of recovery from tight positions; landings and take-offs that are not normally used but often necessary to employ such as heavy field, rough field, up hill, down hill; best climbing angle; maneuvering plane with lowest r.p.m. without losing altitude; 180° turn with and without power at the peak of a steep climb, recovery with and without power from a stall on a climbing turn; power off, stall plane down holding in level position; minimum gliding angle; best type of landing with reference to the terrain; high winds; soft fields; ridges or furroughs.
Altitude. 1½ hours	Solo hop to 15,000 feet. Before student takes-off instruction will be given in the use of the shutters, altitude control, best climbing angle at high altitudes, proper descent, etc.

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

Eights, steep on pylons. 4 hours.	Dual instruction and solo practice will begiven. As this work is very tiresome only short intensive periods will be given.
Cloud flying. 1½ hours.	The short time allotted to this work does not permit of proficiency being obtained. The idea is to show the student what difficulties that he is apt to encounter flying in clouds and in thick weather.
Hurdles. 10 hours.	Dual instruction and solo practice will be given. The time will be divided equally between straight, 90° and 180° turns, slips, "S" turns, and spirals from altitude.

TEST BY OFFICER IN CHARGE OF FLYING

3. FINAL PHASE
51 to 85 hours

Formation 10 hours	The time will be divided equally between 3, 6 and 9 ship formations.
NIGHT FLYING. 2 hours	Dual instruction and solo practice will be given.
Cross Country. 21 hours	Sufficient cross country flights will be given to cover at least the allotted time.
P. T. aerobatics 2 hours	Solo practice reviewing P. T. aerobatics.

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

G-2 Report

6700-a.

4-1 2079-38
2

CUBA (Combat)

Subject: Training.

RECEIVED G/2 W.D. APR 22 1931

1. There is forwarded the "Curriculum of Flying Instructions" that is used by the Cuban Air Corps Flying School. This curriculum was made up principally by Captain R. Beam and Lieut. Jack Hodgson, who now constitute the officer personnel of the United States Army Air Corps Mission in Cuba. It was modelled after the curriculum that is used at the United States Army Air Corps Primary Flying Schools, differences occurring only when made necessary by lack of flying equipment and when, in the opinion of the above named officers, it was necessary to emphasize certain phases of training due to the temperament and natural tendencies of the Cubans and other foreign students.

2. In making this curriculum an effort was made to make the student as nearly equal in flying ability and efficiency as possible to the graduate of the United States Primary Flying School. In order to do this, it was necessary to lengthen the course approximately seven hours and stretch the period of training to ten months, as compared to the eight months course which is the standard in the United States Army Primary Flying School. This particular difference is being emphasized as, in my opinion, it gives a very good comparison in relative adaptability of the Cuban flying student.

E R Quesada

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

Source: Personal Contact.

1st. Ind.

Office of the Military Attache, Havana, Cuba, April 16, 1931; to 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. 3519 Date: April 16, 1931

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

6550-b

G-2 Report

4-1 2079-39 1

OPNI CHIEF OF STAFF
MILITARY INTELLIGENCE DIVISION
NOV 25 1931
WAR DEPARTMENT
NOV 24 1931

3

CUBA (Combat)

Subject: Combat Equipment.

1. On November 13, 1931, a Vought-Corsair airplane of the Cuban Army was damaged beyond repair at Central Merceditas in the Province of Habana. The airplane was piloted by Lieutenant Alberto Juarrero Erdman, and carried as a passenger Lieutenant Jose Luis Copen Mata, Infantry. Neither the pilot nor the passenger was seriously hurt. According to the statements of the pilot and passenger, the accident occurred as the result of an engine failure. However, it is believed that it was due to carelessness on the part of the pilot in flying low and failing to see some high tension wire into which he crashed at about eighty feet from the ground.

2. While the loss of one plane is not in itself serious, it is worthy of note in that during the past two years eight out of a total of twenty two planes of the Cuban Army have been damaged beyond repair, and in practically all cases these accidents have resulted through the negligence or carelessness on the part of the pilot. In view of the fact that no money is available for the purchase of new equipment, and comparatively little for the maintenance of what is now on hand, it will not be long before the present equipment is exhausted, unless more rigid control over flying is put into effect.

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

Source:
Personal Contacts.

From M. A., Havana No. 3625 Dated: November 17, 1931.

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

For Official Use Only.

G-2 Report 6550-b.

5-1 2029-40

CUBA (Combat)

Subject: Combat Equipment.

1. On January 26th, Second Lieutenant Jose Manuel Vazquez Espinel of the Cuban Army Air Corps crashed while flying a primary training plane (PT-1) in the vicinity of Guanajay, about fifteen miles west of Havana. The passenger, a civilian friend of Lieut. Vazquez, was killed instantly, and Lieut. Vazquez is in the Military Hospital at Camp Columbia in a critical condition.

2. The testimony of eye witnesses indicate that Vazquez was stunting at a low altitude in the close proximity of the passenger's home. It may be assumed that he lost flying speed in the low powered plane, fell into a "spin" and was unable to come out before crashing. The theory that the passenger seized the controls is also advanced to account for the accident.

3. Lieutenant Vazquez was graduated from the Cuban Army Flying School in March of 1931, and has enjoyed a good reputation as a pilot and an officer. Although he is considered a good substantial type, he still possesses that characteristic so common in the Cuban of indulging in what may be termed as "showing off".

4. This accident has had no affect on the morale of the Air Corps like one might expect nor has it caused the authorities to adopt more rigid regulations with respect to flying and stunting at low altitudes, or restricting civilians from flying in military planes.

5. As the plane is a complete wreck and beyond repair, the loss is very keenly felt.

Elwood R Quesada

Source: Press and Personal Contact.

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

1st. Ind.

Office of the Military Attache, American Embassy, Havana, Cuba, Feb. 1, 1932:
To the Assistant Chief of Staff, G-2.

1. This accident brings the totals of the flying equipment of the Cuban Air Corps down to the following low figures:

5 - Primary Training Planes (P.T.1)
~~7 - Bombing and Observation Planes (Vought Corsair)~~
2 - Pursuit Planes (P 3).

J. J. O'Hare

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

From M. A., Havana No. 3688 Date: February 1, 1932.

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

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
MAY 11 1932
2079-41
7000-c
WAR DEPARTMENT
7

For Official Use Only. 4-1

G-2 Report

CUBA (Combat)

Subject: Naval Aircraft.

1. The Cuban Navy has no aviation.

RECEIVED G-2 W. D. MAY 10 1932

2. Since his incumbency, President Machado has urged Congress to appropriate sufficient funds for the purchase of airplanes for the Navy in each of his periodic messages to that body. However, nothing has ever been done towards its accomplishment, and it is doubted if the President would ever approve the expenditure of funds for this purpose, even if they were voted by Congress. In other words, it is merely a gesture on his part to appease a few overly ambitious Navy men.

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

Source: Personal Contacts and
Official Publications.

From M. A., Havana No. 3762 Date: May 6, 1932

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

G-2 Report

For ~~Official Use Only.~~

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OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
MAY 11 1932
2079-42
1
WAR DEPARTMENT
RECEIVED G/2 W. D. MAY 27

4-1

CUBA (Combat)

Subject: Geographic Distribution of Naval Forces.

1. There are two naval districts, which are known as the District of the North, with headquarters at Havana, and the District of the South, with headquarters at Cienfuegos.

2. Assignment of vessels to the districts are as follows:

Naval Headquarters: Gunboat JUAN BRUNO ZAYAS.

District of the North: Cruiser CUBA
School Ship PATRIA
Gunboat YARA
" ENRIQUE VILLUENDAS
" FERNANDEZ QUEVEDO
" HABANA
" VILLAS
" PINAR DEL RIO

District of the South: Gunboat BAIRE
" 20 de MAYO
" 10 de OCTUBRE
" 24 de FEBRERO
" MATANZAS
" ORIENTE

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

Source: Official Documents
and Personal Contact.

From M. A., Havana No. 3764 Date: May 6, 1932

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

~~For Official Use Only~~

G-2 Report

Route also to Nav Dept

3830-b

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
SEP 20 1932
4-1 2209-43
1
WAR DEPARTMENT

CUBA (Political)

Subject: Current Activities in Foreign Countries.

RECEIVED G/2 W. D. SEP 17 1932

Good-Will Flight of Cuban Army:

1. On September 11, 1932, Captain Mario Torres Menier and Lieutenants Rodolfo Herrera and Pablo Alonso, all of the Cuban Army Air Corps, left Cuba in three Vought-Corsair airplanes on a so-called "good-will flight" to Guatemala, Mexico and the United States.

2. The schedule of this flight includes stops at Guatemala City, Vera Cruz, Mexico City, San Antonio, Texas, Kansas City, Missouri, New York and Washington, D.C. It is expected that the flight will last for about forty days.

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

Source: Press and Personal Contact.

From M. A., Havana No. 3886 Date: Sept. 13, 1932.

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

COPY

SEP 20 1932
CUBAN CHIEF OF STAFF
MIL. INTEL. DIV.

DEPARTMENT OF STATE
WASHINGTON

2079-43

WAR DEPARTMENT

In reply refer to
DP

September 10, 1932

The Secretary of State presents his compliments to the Honorable the Secretary of War, and requests that if no objection is perceived, the courtesies and facilities usual on such occasions be extended in the following case:

The Secretary of State has received a note dated September 3, 1932, from the Cuban Charge d'Affaires ad interim, in which it is stated that the Cuban Government is sending a squad of three airplanes to visit Guatemala City, Mexico City, and Washington, D.C., for the purpose of returning the flights made to Cuba by aviators of the three countries. The Charge d'Affaires adds that these planes will be commanded by Captain Mario Torres Menier, Lieutenant Rodolfo Herrera Rodriguez and Lieutenant Pablo Alonso Echevarria, of the Cuban Army Air Corps, having as auxiliary personnel Sergeant Armando Martinez Perez, radio operator and Corporal Florencio Ceballos Reyez, mechanic.

It is expected that the planes will land at Brownsville, Texas, on September 20th and en route to Washington will stop at San Antonio and Dallas, Texas, Tulsa, Oklahoma, Fort Leavenworth, Kansas, St. Louis, Missouri, Dayton and Cleveland, Ohio, and Buffalo and New York City. On the return trip to Cuba landings will be made at Fayetteville, North Carolina, Savannah, Georgia, and Jacksonville and Miami, Florida.

The Secretary of State will communicate further with the Secretary of War should any additional information be received concerning the dates on which the planes will arrive at the above mentioned cities.

Similar communications are being addressed to the other interested Federal Departments and to the Governors of the States concerned.

NOTE:
Arriving Washington on Oct. 4th or 5th. Visiting also Albany

(Phoned by State Dept.,DP)

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

SEP 20 1932
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-43
3
WAR DEPARTMENT

September14, 1932.

7

Major Davenport Johnson,
Acting Foreign Liaison Officer,
War Department,
Washington, D. C.

My dear Major Johnson:

With regard to our flying Army Squad who will enter into the United States territory on the 20th of September in an official visit to your country, composed of three airplanes with its three army officers pilots and three mechanics and for which the due arrangements has been made with your State Department through our Embassy, I wish to inform you about their itinerary which is as follows: Brownsville- San Antonio- Dallas- Tulsa- Fort Leamenworth- Kansas- San Luis- Dayton- Cleveland- Buffalo- Albany- Hartford- New York- Washington, D.C.- Fallyttesville N.C.- Savannah,Georgia,- Jacksonville- Miami-Habana.

Also I beg you to arrange for them the facility of obtaining the necessary supply of gasoline and oil from your aviation fields, such expenses to be charged to my Government sending me the corresponding bill.

Thanking you in advance for your kind attention to this matter, I beg to remain,

Very sincerely yours,

Enrique A. Prieto M.M.,
Captain of Artillery,
Military Attaché.

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

G-2
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OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-43
4
WAR DEPARTMENT
7

SEP 20 1932

G-2/2079-43

September 15, 1932

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Cuban Flight to United States.

The Secretary of War directs that the military authorities concerned be advised, by radio, of the Cuban Flight which is expected to arrive at Brownsville, Texas, on September 20th, as stated in attached letter from the Secretary of State (A.G. 580.81 (9-10-32)), and directed to extend courtesies and facilities usual on such occasions at each military field shown on itinerary. Flight will visit also Albany, New York, and Hartford, Connecticut, arriving in Washington about October 4th or 5th.

Alfred T. Smith,
Colonel, General Staff,
A. C. of S., G-2.

Encl. (Let.fr.Sec.of
State, Sept.10,1932)
hbr

OFFICE OF CHIEF OF STAFF
18418-15
IN
SEP 15 1932

SEP 16 1932
APPROVED
By order of the Secretary of War
(Sgd) GEO. VAN HORN MOSELEY
Major General
Acting ~~*Deputy*~~ *Chief of Staff.*

ACTION TAKEN by radio to
C.G. 8th C.Area
1st Ind on 1st from G.S.
State Dept to Chief of Staff (2nd)
and I.A. indorsements (1st)
on copies of 1st from State
Dept to C.G.s of 1,2,3,4,5, and
7th C.Areas 9/16/32 CCW/MMT

A. G. O. SEP 16 1932

OUT
SEP 16 1932

OUT

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

OFFICE CHIEF OF STAFF
RECORD ROOM

G-2 / 20743 9/15/32 OJ

SUBJECT: Cuban Flights to U.S.

58

APPROVED SEP 16 1932

ACTION: *By order of the Secretary of War*
(Sgd) GEO. VAN HORN MOSELEY.
Major General
Acting Chief of Staff.

SEP 16 1932

LETTER TO: Secy. State

OFFICE OF CHIEF OF STAFF
18718-15

(Sgd) GEO. VAN HORN MOSELEY
ACTING CHIEF OF STAFF.

SECRETARY OF WAR

STENO. HBR

OUT OUT
SEP 16 1932

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

SEP 20 1932
G-2
D J
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-43
5
WAR DEPARTMENT
7

(10) A.G. 58.1(9-10-32)

WAR DEPARTMENT
Office of the Chief of Staff
WASHINGTON, D.C.

In reply refer to
C-2/2079-43

SEP 16 1932

The Honorable

The Secretary of State.

Dear Mr. Secretary:

With reference to your letter of September 10, 1932 (DF), the Secretary of War requests me to advise you that the War Department perceives no objection to the visit of three Cuban airplanes to the United States as stated therein. The courtesies and facilities usual on such occasions will gladly be extended to these Cuban aviators when stops are made at military air fields.

Sincerely yours,

(Sgd) GEO. VAN HORN MOSELEY

Major General,
Acting Chief of Staff.

hbr

OFFICE OF CHIEF OF STAFF
18718-15
IN
SEP 16 1932
OFFICE OF CHIEF OF STAFF
OUT
SEP 16 1932

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

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

AGO (Misc. Div) 2079-43

RADIO

AG-580.81 (9-10-32) 6
Misc. B

WAR DEPARTMENT

CCW/MMT 7

September 16, 1932.

The Commanding General, Eighth Corps Area,
Fort Sam Houston, Texas.

State Department advises that Cuban Government is sending a squad of three airplanes to visit Guatemala City comma Mexico City and Washington D C for the purpose of returning the flights made to Cuba by aviators of the three countries period These planes will be commanded by Captain Mario Torres Menier comma Lieutenant Rodolfo Herrera Rodriguez and Lieutenant Pablo Alonso Echevarria comma of the Cuban Army Air Corps comma having as auxiliary personnel Sergeant Armando Martinez Perez comma radio operator comma and Corporal Florencio Ceballos Reyez comma mechanic period It is expected that the planes will land at Brownsville Texas on September twentieth and enroute to Washington will stop at San Antonio and Dallas Texas and Tulsa Oklahomaperiod Desired you extend usual courtesies and facilities at each point named stop

BRIDGES.

COPIES FOR: The Chief of Air Corps ~~xxx~~ as inclosure to indorsement.

G-2

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

SEP 20 1932
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2099-43
-6-
WAR DEPARTMENT

IMMEDIATE ACTION.

AG-580.81 (9-10-32)
Misc. B.

1st Ind

CCW/MMT

War Department, A. G. O., September 16, 1932. - To The Chief of Air Corps.

1. For his information.

2. Attention is invited to inclosed copy of radiogram from this office of this date to the Commanding General, Eighth Corps Area. Copies of this letter have been sent to the Commanding Generals of the First, Second, Third, Fourth, Fifth and Seventh Corps Areas with instructions to extend the usual courtesies and facilities to this flight.

By order of the Secretary of War:

Wm. F. [illegible]

Adjutant General.

1 Incl.
Copy of radio
9/16/32.

COPY FOR: G-2

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

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-43
6/cv
WAR DEPARTMENT

2079-43

580.81 (9-10-32)

Sept. 24, 1932

Flight of Cuban Airplanes to
Guatemala City, Mexico City, and Washington.

To: WPD X Comment or concurrence

No military objections.
E H Simpson
for acofs G-2

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

MILITARY INTELLIGENCE DIVISION
M/A and F/L Section

Sept. 15,1932

TO: _____

EXECUTIVE OFFICER
MILITARY ATTACHE _____
[redacted]ER LIAISON OFFICER
FINANCE OFFICER
CHIEF CLERK
MAIL ROOM
RECORD SECTION

FOR:

Necessary action
Transmission
Information and guidance
Information on which to base a reply
Recommendation or remark
Note and return
Previous correspondence
Number and return
File
Suspend to _____

Please advise whether or not request contained in Par. 2 of letter from Cuban M/A can be complied with.

Also, please indicate which stops listed in itinerary are military fields.

Maj. Davenport Johnson, G.S.,
Acting Foreign Liaison Officer.

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

ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

SEP 20 1932
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2029-43
WAR DEPARTMENT

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS (2-Exp)

WASHINGTON

September 16, 1932.

MEMORANDUM FOR: Foreign Liaison Officer, G-2.

SUBJECT: Cuban Army Fliers.

1. With reference to letter from the Cuban Military Attache to the Foreign Liaison Officer, War Department, September 14, 1932, attached, the following recommendations are made:

a. Aircraft fuel, oil, grease, etc. should not be sold to the Cuban Army fliers by the Army Air Corps because of the fact that this Government fuel and oil would be sold at a cost considerably less than that charged by commercial concerns. It is believed that the spirit of the present law is to the effect that the Government should not compete with commercial concerns. In the case of the Army Round-the-World Flight, fuel and lubricants were procured by the Army prior to the flight and were placed at the various landing fields.

b. While the fuel and lubricants which would be furnished the Cuban fliers would not be very considerable, it is nevertheless a fact that amounts of these items for tactical and other flying are extremely limited at present. It is believed that the funds returned to our Government would not revert to the Air Corps for the purchase of gasoline and oil.

2. It is recommended, however, that the Cuban fliers be invited to land wherever possible at Army fields, at which in all cases commercial supplies can be obtained in the near vicinity. Commanding Officers will render every facility in assisting the visitors in every possible way.

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

3. Below are listed the names of the cities on the itinerary, followed by the names of the Army airdromes located nearby. Where there is no Army airdrome, the word "Commercial" signifies that a suitable commercial landing field is located there.

San Antonio, Texas-	Kelly Field.
Dallas, Texas-	Hensley Field - a Reserve Corps Training Airdrome.
Tulsa, Oklahoma-	Commercial.
Fort Leavenworth, Kansas-	Air Corps Detachment; Landing Field.
St. Louis, Missouri-	Scott Field, Belleville, Illinois.
Dayton, Ohio-	Wright Field.
Buffalo, New York-	Commercial.
Albany, New York-	Commercial.
Hartford, Connecticut-	National Guard Field.
New York, N. Y.-	Mitchel Field.
Washington, D. C.-	Bolling Field.
Fayetteville, N. C.-	Ft. Bragg - Landing Field.
Savannah, Georgia-	Commercial.
Jacksonville, Florida-	Commercial.
Miami, Florida-	Chapman Field - temporary. Land at Municipal Airport.

For the Chief of the Air Corps:

C. M. SAVAGE,
Captain, Air Corps,
Air Liaison Officer.
by S. S. Hiedrott, Capt., A.C.
acting A.L.O.

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

D J

2079-43

SEP 20 1932

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-43
WAR DEPARTMENT

September 20, 1932

Captain Enrique A. Prieto,
Military Attache, Cuban Embassy,
Washington, D.C.

My dear Captain Prieto:

In accordance with our conversation of yesterday I am returning herewith your letter of September 14th concerning the flight of Cuban airplanes to the United States.

Below are listed the names of the cities on the itinerary followed by the names of the Army airdromes located nearby. Where there is no Army airdrome, the word "Commercial" signifies that a suitable commercial landing field is available:

San Antonio, Texas	-	Kelly Field
Dallas, Texas	-	Hensley Field - a Reserve Corps Training Airdrome.
Tulsa, Oklahoma	-	Commercial
Fort Leavenworth, Kan.	-	Air Corps Detachment; Landing Field
St. Louis, Missouri	-	Scott Field, Belleville, Illinois
Dayton, Ohio	-	Wright Field
Buffalo, N.Y.	-	Commercial
Albany, N.Y.	-	Commercial
Hartford, Conn.	-	National Guard Field
New York, N.Y.	-	Mitchel Field
Washington, D.C.	-	Bolling Field 4 or 5 act.
Fayetteville, N.C.	-	Fort Bragg - Landing Field.
Savannah, Georgia	-	Commercial
Jacksonville, Fla.	-	Commercial
Miami, Fla.	-	Chapman Field - temporary. Land at Municipal Airport.

this part of trip cancelled ?

Sincerely yours,

MAILED G/2 W. D. SEP 20 1932

Davenport Johnson,
Major, General Staff,
Acting Foreign Liaison Officer.

Encl.
hbr

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

~~For Official Use Only~~

OCT 12 1932
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

Route also sent 4-1

2078-43
6700-a
WAR DEPARTMENT

G-2 Report

CUBA (Combat)

Subject: Combat Training.

2079-43

RECEIVED G-2 W.D. OCT 11 1932

Good-Will Flight of Cuban Army Planes:

1. The Cuban Army aviators whose departure for Central America and the United States was reported in report No. 3886, index as above, dated September 13, 1932, landed at Camp Columbia at 5:50 P.M. on October 3, 1932.

2. This flight was considered a very successful one, and no untoward incidents of any kind happened throughout the journey.

3. While the general opinion is that the flight was totally unnecessary and unduly expensive in view of the present condition of the Government's finances, it must be admitted that it was a worthy achievement for Cuba's air force.

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

From M. A., Havana No. 3898 Dated: October 7, 1932.

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

S. C. Form No. 11

Signal Corps, United States Army

Received at War Department Message Center, Room 3441, Munitions Building, Washington, D. C.

OFFICE CHIEF OF STAFF MIL. INTELLIGENCE DIV.

RADIOGRAM

NOV 20 1943

WAR DEPARTMENT

4WVB F 81WD FTSAMHOUSTON TEXAS 833A SEPT 21 1932

THE ADJUTANT GENERAL

WASHINGTON DC

L DASH FOUR SQUAD OF THREE CUBAN AIRPLANES COMMANDED BY CAPTAIN TORRES ENROUTE FROM MEXICOCITY TO WASHINGTON DC LANDED AT BROWNSVILLE TEXAS TWO THIRTY PM SEPTEMBER TWENTIETH PERIOD LEAVING BROWNSVILLE AT FOUR PM AND ESCORTED BY THREE US ARMY PLANES THEY LANDED AT RANDOLPHFIELD AT SIX PM SAME DATE PERIOD ~~PARTY REMAINS AT RANDOLPHFIELD DURING~~ SEPT TWENTY FIRST SEMICOLON AND LEAVES RANDOLPHFIELD SEPT TWENTY SECOND FOR WASHINGTON VIA DALLAS TEXAS WHERE A STOP WILL BE MADE FOR REFUELING AND TU-LSA OKLAHOMA

WINANS

945A

28 Received A.G.O. SEP 21 1932

10

RECEIVED SEP 21 1932 Miscellaneous Branch A.G.O.

copy to air Corps.

RECEIVED G/2 W. D. SEP 21 1932

18-580.8-D-4-23

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

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
MILITARY INTELLIGENCE DIVISION, G-2
WASHINGTON

OFFICE CHIEF OF STAFF
MIL. INTELLIGENCE
NOV 19 1932
WAR DEPARTMENT

Sept. 27, 1932

Telegram from Wright Field to Chief, Air Corps:

2079-93

Capt. Torres, Commander Cuban Flight, wishes following message transmitted to Mr. Baron, Cuban Embassy, and reply returned immediately to Wright Field:

Weather expected good tomorrow.

please give me definite answer which way to go: Cleveland, Buffalo, Albany, New York City and Washington or direct from Dayton to Washington tomorrow.

Message delivered by phone to Dr. Guell, Sec. Secty., Cuban Embassy, at 3.25 PM today. Mr. Baron & Capt. Prieto absent fr. Embassy.

HBR

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

S. C. Form No. 11

Signal Corps, United States Army

Received at War Department Message Center, Room 3441, Munitions Building, Washington, D. C.

52 OK XY

30WVB RH 53 WD

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
AUG 1 1941
2079-43

RADIOGRAM

3—9512
U. S. GOVERNMENT PRINTING OFFICE: 1930

WAR DEPARTMENT

FTSAMHOUSTON TEXAS 1142 AM SEPT 22 1932

ADJUTANT GENERAL

WASHINGTON DC

L DASH FIVE CUBAN FLIERS LEFT RANDOLPHFIELD SEVEN THIRTY FIVE AM TODAY ENROUTE TO WASHINGTON VIA DALLAS FTLEAVENWORTH OR KANSASCITY STLOUIS COMMA DAYTON PERIOD THEY ARRIVED AT DALLAS AT NINE FIFTY AM AND TOOK OFF FOR TULSA VIA MUSKOGEE ABOUT ELEVEN AM PERIOD THEY EXPECT TO REMAIN AT LEAVENWORTH OR KANSASCITY TONIGHT

WINANS

1247PM

28 Received A.G.O. SEP 22 1932

RECEIVED
SEP 22 1932
Military Intelligence Division
War Department
A.G.O.

18,080-22-32

copy to ac

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

C O P Y

THE COMMAND AND GENERAL STAFF SCHOOL
Office of the Commandant
Fort Leavenworth, Kansas.

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
NOV 1 1932
2079-43
12
WAR DEPARTMENT

September 26, 1932

Subject: Visit of Captain Mario Torres Menier, Lieutenant Rodolfo Herrera Rodriguez and Lieutenant Pablo Alonso Echevarria of the Cuban Army Air Corps.

To: The Adjutant General, War Department, Washington, D.C.
(Thru C/G, 7th C.A., Omaha, Nebr.)

1. For the information of the Assistant Chief of Staff, G-2, the following report is submitted.

2. The above named Cuban Army officers visited Fort Leavenworth, Kansas on September 23, 1932. They arrived in Kansas City, Missouri at 10:00 AM and were met there by Major Rosenham Beam, Air Corps, at one time on duty with the Cuban Air Corps and known to all of these officers personally. He joined them in their flight from Kansas City to Fort Leavenworth where they arrived at 11.45 AM. They were met at the flying field by my Aide-de-Camp, 1st Lieutenant Burton L. Pearce, and were conducted by him to my office. At 12.45 PM I entertained for them with a luncheon at the Officers' Mess, the other guests being Major Charles A. Willoughby, Infantry, and Major Rosenham Beam. After luncheon they paid a brief call at Major Beam's quarters and were then conducted to the flying field for departure. They left at 3.00 PM enroute to St.Louis, Missouri.

/s/ S. Heintzelman
Major General, U.S.Army
Commandant

AG 336.4 1st Ind. JRDC/rrb
Hqrs. 7th C.A., Omaha, Nebr., Sept. 28, 1932. To - The Adjutant General, Washington, D.C.

J.R.D.C.

Sec by Air Corps (Capt Entrage)

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

EL AGREGADO MILITAR
EMBAJADA DE CUBA
WASHINGTON, D.C.

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

29 de Septiembre de 1932.

NOV 1 2079-43
13

Major Davenport Johnson,
Acting Foreign Liaison Officer,
War Department,
Washington, D. C.

My dear Major Johnson:

I have been instructed by my Government to request from your War Department the necessary authorization in order that First Lieutenant Jack Hodgson, United States Army Air Corps, may accompany the Cuban Flyers, now in Washington, in their flight to Havana, Cuba, Saturday October the 1st.

As you know Lieutenant Hodgson was instructor when our Aviation School was organized and the Cuban Army is very grateful of the valuable services rendered by him to our Air Service.

The necesary request to your State Department have been made by our Embassy.

With my best personal regards, I remain,

Very sincerely yours,

Enrique A. Prieto M.M.,
Capitán de Artillería,
Agregado Militar.

Ofs. authorizes Lt. Hodgson

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

C-2
D J

C-2/2079-43

OFFICE CHIEF OF STAFF
WAR DEPT.
SEP 30 1932

September 30, 1932

2079-43
14

(9-30-32)

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Cuban goodwill flight.

The Secretary of War directs that a radiogram substantially as follows be sent to the Commanding General, First Corps Area :

Visit of Cuban goodwill flight to Hartford cancelled.

Alfred T. Smith,
Colonel, General Staff,
A. C. of S., G-2.

hbr

Radio

Action by ~~dmd~~ to
CG 1st CA
9-30-32 CCW*EJ

Note: Second Corps Area has been advised, by telephone, of cancellation of flight into that Corps Area.
A.T.S.

Received A.G.O SEP 30 1932

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

2079-43

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
NOV 1 1932

September 30, 1932

2079-43
15
4

Captain Enrique A. Prieto,
Military Attache, Cuban Embassy,
Washington, D.C.

My dear Captain Prieto:

Referring to your letter of September 29th, and confirming telephone conversation with your office this afternoon, I take pleasure in informing you that Lieutenant Jack Hodgson, Air Corps, has been authorized to accompany the Cuban fliers as far as Miami, Florida. It is regretted that it was impracticable to permit him go with them all the way to Havana.

With kind regards, I am

MAILED G/2 W. D. OCT 1 - 1932

Sincerely yours,

Davenport Johnson,
Major, General Staff,
Acting Foreign Liaison Officer.

hbr

2

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

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
NOV 1 1932
WAR DEPARTMENT

ADDRESS OFFICIAL COMMUNICATIONS TO
THE SECRETARY OF STATE
WASHINGTON, D.C.

2079-43

DEPARTMENT OF STATE
WASHINGTON

2079-43
16

In reply refer to
LA

September 30, 1932.

My dear Major Johnson:

In confirmation of our telephone conversations of this morning and this afternoon, I take pleasure in enclosing a copy of a note just received from the Cuban Chargé d'Affaires at Washington, expressing the desire of the Cuban Government and the Cuban General Staff to have Lieutenant Hodgson accompany the Cuban Good Will Flyers to Habana.

I understood you to say that the Chief of Staff has approved Lieutenant Hodgson accompanying the Cuban Flyers only as far as Miami, Florida. This Department perceives no objection to such arrangement.

Sincerely yours,

H. Freeman Matthews

Enclosure:
Copy of a note from
the Cuban Chargé
d'Affaires, dated
September 30,1932.

Major Davenport Johnson,
Military Intelligence Division,
War Department,
Washington, D. C.

copy to AC
" " m/a Habana

No action. Arrangements made with Air Corps for Lt. Hodgson accompany flight to Nicaragua. 10/3/32

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

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
NOV 1 1932
2079-43
16

September 30,1932.

Excellency:

I have the honor to inform Your Excellency that during the visit of the Cuban Good Will Fliers to this city, they have had the pleasure of meeting again First Lieutenant Jack Hodgson, United States Army Air Corps. Lieutenant Hodgson has been Instructor of the Cuban Army Air Corps for several years and he is very well remembered for his valuable services.

It would be a great pleasure for the Cuban Fliers if Lieutenant Hodgson could accompany them on their way back to Havana, and the Cuban Government and Cuban General Staff of the Army would be very pleased to have him come.

I take the liberty to request from Your Excellency, if possible and agreable, that the necessary permission be given to Lieutenant Hodgson to take the trip to Havana with our

His Excellency,
Mr. Henry L. Stimson,
Secretary of State.

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

Fliers.

I wish to express in advance, on behalf of my Government, its thanks for your kind attention to this request.

Accept, Excellency, the renew assurances of my highest consideration.

Chargé d'Affaires of Cuba.

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

COPY

16

DEPARTMENT OF STATE
WASHINGTON

20-79-43

In reply refer to
DP 837.2311/38

October 6, 1932.

17

The Secretary of State presents his compliments to the Honorable the Secretary of War, and with reference to previous correspondence concerning the visit to the United States of three Cuban airplanes, encloses a copy of a note dated September 29, 1932, from the Cuban Embassy at Washington, expressing the appreciation of Captain Mario Torres Menier and Lieutenants Herrera and Alonso, as well as that of the Embassy for the courtesies extended to the aviators during their trip.

Enclosure:

Copy of a note from
the Cuban Embassy

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

COPY

Emb. 1

EMBAJADA DE CUBA
Washington
September 29, 1932

2079-43

WAR DEPARTMENT

Excellency:

I have the honor to inform Your Excellency that the squad of Cuban aviators, whose visit here to the United States I announced in my note of September 3rd, having been compelled to cut short their trip, arrived yesterday at Washington directly from Dayton, Ohio, and it was, much to their regret, impossible for them to stop at Hartford, Connecticut; Buffalo, Albany, and New York City, New York.

I beg to express the appreciation of the Commander of the squad, Captain Mario Torres Menier, and Lieutenants Herrera and Alonso, as well as that of the Embassy for the many courtesies extended to the aviators on their trip, by the authorities of the United States and the Governors and authorities of the States they stopped or intended to stop in this flight. I also express again the regrets of the aviators for their not being able to visit the above referred to cities.

Likewise, I desire to thank Your Excellency's Department for having arranged, pursuant to my verbal request, for the President to kindly receive the aviators today.

Accept, Excellency, the renewed assurances of my highest consideration.

JOSE T. BARON

Charge d'Affaires a.i.

His Excellency,
Mr. Henry L. Stimson,
Secretary of State,
Washington.

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

G-2
C B

G-2/2079-43

October 10, 1932

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

2079-43
(8)

MEMORANDUM FOR THE ADJUTANT GENERAL:

Noted
C. Burnett

Subject: Appreciation of courtesies.

The Secretary of War directs that the contents of the note from the Cuban Embassy dated September 29, 1932, forwarded by letter from Secretary of State under date of October 6, 1932 (DF 837.2311/38), expressing the appreciation of the Cuban fliers and the Cuban Embassy of courtesies extended during visit to the United States be brought to the attention of the military authorities concerned, including Commanding Generals of First and Second Corps Areas.

Stops were made at Brownsville, Randolph Field and Dallas, Texas; Tulsa, Oklahoma; Fort Leavenworth, Kansas; St. Louis, Missouri; Dayton, Ohio, and Washington.

Alfred T. Smith,
Colonel, General Staff,
A. C. of S., G-2.

hbr

RECEIVED
OCT 12 1932
A.G.O.

OFFICE CHIEF OF STAFF
18718-15
OCT 11 193

ACTION TAKEN BY
1st IND. to 1st, 2nd,
3d, 5th, 7th & 8th
Corps Areas--10/13/32--CCD

OFFICE CHIEF OF STAFF
10 Rec'd Back A.G.O. OCT 12 1932

OUT
OCT 12 1932

10

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

In reply refer to
[illegible]/2079-43

WAR DEPARTMENT
Office of the Chief of Staff
WASHINGTON, D.C.

C-2
C B

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
NOV 1 1932
2079-43
19
WAR DEPARTMENT

OCT 12 1932

The Honorable

The Secretary of State.

Noted
C. Burnett

Dear Mr. Secretary:

The Secretary of War requests me to acknowledge receipt of your letter of October 6, 1932(DP 837.2311/38), enclosing a copy of a note from the Cuban Embassy expressing appreciation of the courtesies extended Captain Mario Torres Menier and Lieutenants Herrera and Alonso during their recent visit. The contents of the Cuban Embassy's note are being brought to the attention of the military authorities concerned.

Sincerely yours,

(Signed) DOUGLAS MacARTHUR

General,
Chief of Staff.

hbr

Dispatched
from A.G.O.
OCT 12 1932

OFFICE OF CHIEF OF STAFF
18718-15
IN
OCT 11 1932

OUT
OCT 12 1932

Oct. 6, 1932

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

MILITARY INTELLIGENCE DIVISION
In replying refer to
G-2 2079-44

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

G-2
CAR

30

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
FEB 7 1938
2079-44
WAR DEPARTMENT
7

January 17, 1933.

Subject: Flying Fields in Latin America.

To: Military Attache, Havana, Cuba.

1. The Hydrographic Office, U.S. Navy, is preparing a book involving Flying Conditions in Latin America. Part I consists of general information about routes, weather conditions, flying regulations, distances, etc. Part II is a description of landing fields (land and water) and includes a sketch of each field, photo's and description.

2. All information which will be of value in compiling this book and which has not been forwarded by Naval or Military Attaches, will be appreciated; especially reports on landing fields showing data asked for on enclosed forms.

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

WM. H. WILSON,
Colonel, General Staff,
Executive Officer, G-2.

cp
Encls.

Sent also to Military Attaches in following countries:

Mexico	Colombia,
Argentina	Costa Rica
Chile	Brazil

-/returned all blanks to G-2; detached in H/a Sect.)
aHB

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

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
FEB 7 1933
WAR DEPARTMENT

3-1 2079-44
-1-

RECEIVED 1st Ind. FEB 4 1933

Office of the Military Attache, American Embassy, Havana, Cuba, January 30, 1933: To the Asst. Chief of Staff, G-2.

1. There are enclosed herewith blue prints showing all the available data on the landing fields in Cuba.

2. When these prints have served their purpose in the Navy Department, it is requested that they be returned to this office.

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

Encl. Prints of Landing
Fields in Cuba.

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

94

MILITARY INTELLIGENCE DIVISION
In replying refer to
G-2 2079-44

WAR DEPARTMENT
OFFICE OF THE CHIEF OF STAFF
WASHINGTON

G-2
RHS/AKB OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
APR 25 1933

3-1 2079-44
-2-
WAR DEPARTMENT

March 9, 1933.

Subject: Landing Fields in Cuba.

To: Military Attache, American Embassy, Havana, Cuba.

1. There are returned, herewith, 30 prints of landing fields in Cuba, which were forwarded to this office by your 1st Ind. of January 30, 1933, with the request that they be returned when they had served their purpose in the Navy Department.

2. While it is noted that much of the present data is duplicated in the prints previously received from you as enclosures to report No. 3631, November 25, 1931, copies of the Pan American Airways fields have been made for our files, inasmuch as the English texts are preferred to the Spanish.

3. At your convenience, we should like to be furnished information on the P.A.A. marine port at Nuevitas; also to be informed what changes, if any, have been made at the Camaguey field since it ceased to be a point of call on the Miami--West Indies route.

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

WM. H. WILSON,
Colonel, General Staff,
Executive Officer, G-2.

cp

30 Encls.

1st Ind.

RECEIVED G/2 W. D. APR 24 1933

Office of the Military Attache, American Embassy, Havana, Cuba, April 15, 1933: To Asst. Chief of Staff, G-2.

1. Reference paragraph 3, basic letter, the Camaguey landing field is now used by the Compania Cubana de Aviacion (a branch of the Pan-American Airways, Inc.) on its regular service between Havana and Santiago; scheduled stops being made at Camaguey. No changes have been made at this landing field and no lights are installed for night flying.

1 Carbon copies (2) retained in M/a Seat. 4/25/33

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

2. It has been necessary to make inquiry of the Miami office, Pan American Airways, as to the present status of the marine port at Nuevitas, as no information is available in Havana. Such information as is forthcoming will be forwarded at once.

T. N. Gimperling,
Lieut. Colonel, Infantry,
Military Attache

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

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
MAY 2 1933
WAR DEPARTMENT

For Official Use Only.

4-1 2079-44

5400-c

G-2 Report

CUBA (Economic)

Subject: Landing Fields

Nuevitas Seaplane Anchorage

RECEIVED G/2 W. D. MAY 1 1933

1. Reference to letter of March 9, 1933, requesting information on the above subject, and our first indorsement thereto dated April 15, 1933, the following information has now been obtained with reference to the landing field at Nuevitas. This information is complete as of April 15, 1933.

(a) The seaplane anchorage is located in the northern part of Nuevitas Bay about three-fourths of a mile north of Nuevitas and one mile west of Puerto Tarafa.

(b) Landing and take-off area, northwest part of Nuevitas Bay, size, N./S. 3 miles E./W.,7 miles. Shelter, good. Obstructions, none. Anchorage, depth of water, 3 to 20 feet; character of bottom sand and mud. Tidal range, 3/4 foot.

(c) Facilities - specification fuel and oil from electric pumps also small boats; repairs; dock; nose ramp; two mooring buoys; excellent beach suitable for hauling out; wind cone on dock; radio (CMG); Weather reports.

(d) Meteorological data -prevailing winds, northeast; heaviest winds, October, November and December; occasional early morning ground fog.

(e) Approximate position: 21° 34' N., 77° 16' W."

(f) Operated by Pan American Airways System.

T. N. Gimperling,
Lieut. Colonel, Infantry,
Military Attache.

Source: Official Documents
and Personal Contacts.

(a) Map Nuevitas
no 25.4 - 32 - 28
(and 1a)

From M. A., Havana No. 4067 Date: April 27, 1933.

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

For Official Use Only.

1 ← e 1
5 Copies

5-1 2079-44
4
5400-c

G-2 Report

CUBA (Economic)

Subject: Landing Fields. 2079-44/3

RECEIVED G-2 W.D. MAY 1933

Nuevitas Seaplane Anchorage.

1. Referring to report No. 4067, index as above, dated April 27, 1933, there is attached hereto a blue print of the above anchorage at Nuevitas.

2. The buildings in connection with this anchorage consist of one combined office, radio station and passenger station. There is also a barge for embarking passengers and fueling planes.

3. The schedule calls for six planes weekly, east bound on Sundays, Tuesdays and Thursdays to Port au Prince, Santo Domingo ans San Juan, Porto Rico; west bound on Tuesdays, Thursdays and Saturdays to Miami.

T. N. Gimperling,
Lieut. Colonel, Infantry,
Military Attache

Source: Personal Contacts.

From M. A., Havana No. 4072 Date: May 2, 1933.

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

For Official Use Only.

G-2 Report

6550-e

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
JAN 30 1933
4-1 2029-45
WAR DEPARTMENT

CUBA (Combat)

Subject: Acquisitions, Changes and Improvements in Equipage.

RECEIVED G/2 M. D. JAN 30 1933

1. The Cuban Army recently purchased four Goshawk pursuit planes from the Curtiss Company at Buffalo, N. Y. These planes were flown to Cuba from Buffalo by Cuban Air Service pilots, and arrived in Havana on January 19, 1933.

2. The planes are equipped with the Curtiss 700 H.P. new cyclone engines. They have a cruising speed of 170 miles per hour and a top speed of 200 miles per hour.

3. The total cost of this new equipment was $100,000. No information is available as to what funds are available for the purchase of these planes; however, it is believed that this amount will be set aside from "other funds", a common procedure with the present Administration.

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

Source: Press and Personal contact.

From M. A., Havana No. 3984 Date: January 23, 1933.

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

For Official Use Only.

G-2 Report

6550-e
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
FEB 14 1933
WAR DEPARTMENT

4-1 2078-45

CUBA (Combat)

Subject: Acquisitions, Changes and Improvements in Equipage.

RECEIVED G/2 W.D. FEB 14 1933

1. With reference to Evaluation of Report No. 3984, index number as above, the four airplanes recently purchased by the Cuban Government are of the single-seater type and each is equipped with two 30-calibre machine guns.

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

Source: Personal Contact.

From M. A., Havana No. 4001 Date: February 9, 1933

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

CONFIDENTIAL

AMERICAN EMBASSY

OFFICE OF THE MILITARY ATTACHE
HAVANA, CUBA.

January 8, 1934.

MIL. INTEL. DIV.
JAN 10
WAR DEPARTMENT

3-1 2079-46

No. 4412.

SECRET

Subject: Activities of American Aviators in Connection with Cuban Army.

RECEIVED G/2 W.D. JAN 13 1934

To: Chief, Military Intelligence Division.

1. The enclosed letter written by one Josiah Ross to Colonel Fulgencio Batista, Chief of Staff, Cuban Army, was turned over to me several days ago by an American resident of Havana. Although I was not informed nor did I inquire as to whether the letter had been duly received by Batista, I am of the opinion it had not.

2. In view of the fact that Josiah Ross was a first lieutenant of infantry, regular army, serial number 0-16562, until about one year ago, the letter, and particularly the first and last paragraphs thereof, may be of interest to the War Department.

3. The Mexican Charge d'Affaires informed Mr. Caffery on January 6, 1934, that Batista has engaged the services of several American aviators as pilots in the Cuban Army Aviation Corps. These Americans are expected to arrive in Havana within a few days. Such information as is obtainable with reference to them and their activities will be reported to your office.

Excerpt for 4/a files

T. N. Gimperling,
Lieut. Colonel, Infantry,
Military Attache.

Encl. letter

First Lieutenant Josiah Ross:

Tried by General Court-martial for embezzlement and dismissed from service June 9, 1933.

(A.G.O. - 1-19-34)

Amer. Seal.
1/18/34

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

GEORGE A. TURNER JOSIAH ROSS WILLIAM J. TIGHE

JOSIAH ROSS ASSOCIATES
SPORTS PROMOTIONS
440 WEST TWENTY-FOURTH ST.
NEW YORK CITY
TEL. CHELSEA 3-6324

MAR 6 1934
2079-46
WAR DEPARTMENT

December, 26th, 1933.

Colonel Fulgencio Batista,
Chief of Staff, Cuban Army,
Havana, Cuba.

~~SECRET~~

Sir:

In your reorganization of the Cuban Army commissioned personel, it has occured to me that you might possibly be interested in attaching to it, foreign officers of suitable qualifications.

I resigned from the United States Army about a year ago in order to enter a civilian enterprise, which, due to unforeseen conditions did not succeed. I have consequently regreted the move, but, American makes it impossible for me to re-enter the service.

I resigned with the rank of First Lieutenant of Infantry after ten years service. I am a graduate of the Army Primary Flying School and the Infantry School. I am a machine gun expert, having acted as senior instructor of the II Corps Area Machine Gun School and the Anti-Aircraft School.

A working knowledge of the Spanish language acquired in college has suffered as a result of ten years disuse, but I am of the opinion that it could be brought up in a very short period of time.

I am certain that political and social views are in harmony with your own and those of the present government.

Very respectfully yours,

Josiah Ross.

~~SECRET~~

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

G-2 2079-46

MAR 6 1934
WAR DEPARTMENT

January 20, 1934.

Subject: Activities of American Aviators in Connection with Cuban Army.

To: Director of Naval Intelligence.

The attached correspondence is furnished for your information.

ALFRED T. SMITH,
Brigadier General, General Staff.

Mailed G/2 W.D. JAN 22 1934

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Reg # 95-8-123

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

2079-46

CHIEF OF STAFF

PCP
P.C.P. FHL
MR 2079-46 1934

January 20, 1934

WAR DEPARTMENT

SECRET

Subject: Activities of American Aviators in Connection with Cuban Army.

To: The Military Attache, Havana, Cuba.

Reference is made to your No. 4412 dated January 8, 1934, inclosing letter written by one Josiah Ross to Colonel Fulgencio Batista, Chief of Staff, Cuban Army. This office is informed by The Adjutant General that this person was tried by general court-martial for embezzlement, and was dismissed from the service on June 9, 1933.

For the Chief of Division:

C. K. NULSEN,
Lieut. Colonel, General Staff,
Executive Officer.

Mailed G/2 W.D. JAN 22 1934

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By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
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G-2 Report

CUBA (Combat)

Subject: Naval Aircraft.

Purchase of Hydroplanes.

RECEIVED G/2 W. D. MAY 29 1934

1. The Secretary of National Defense states that it is the intention of the Cuban Government to purchase a number of hydroplanes for the Cuban Navy, to be used in guarding the Cuban coasts in order to prevent the smuggling of drugs, cigarettes and other contraband articles into Cuba and also to prevent the daily smuggling of aliens from Cuba into the United States.

2. Further and more detailed information on this subject will be furnished when available.

T. N. Gimperling,
Lieut. Colonel, Infantry,
Military Attache.

Source: American Chamber of
Commerce of Cuba.

TNG:vm

From M.A., Havana No.4625 May 23, 1934.

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

No Objection to Publication in Service Journals.

APR 26 1935
MIL. INTEL. DIV.

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WAR DEPARTMENT

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G-2 Report

CUBA (Aviation-Government-General)

Subject: Government Purchases Abroad.

RECEIVED G/2 W. D. APR 25 1935

Press Reports Additional Airplanes to be Purchased.

1. The press of Saturday morning, April 20th, states that the Cuban Army is considering the purchase of 24 new airplanes from United States manufacturers; 18 of the planes to be Curtiss-Waco Pursuit planes and six Bellanca Transport planes.

2. Recent conversations with the Commander of the Cuban Aviation Corps, Major Ramon Vals y Fundora, confirmed the report that the Army intends to buy some new planes, but it is doubtful if as many as 24 will be purchased.

3. Mr. L. J. Povey and Captain Owen Parr, the latter of the Cuban Army, have been in the United States for the past week or ten days, inspecting planes for the Cuban Aviation Corps. I was informed that they intend to bring back with them one Curtiss-Waco and one Bellanca for the purpose of experiment. It is said that the Waco planes have a larger radius of action than those now on hand, the radius of action of which is only a little over two hours. This is not sufficient to permit the planes to fly as far as Santiago de Cuba, perform any mission, and return, which is what is desired at the present time.

4. If these experimental planes prove successful, it is probable that the Army will purchase more of them, though the exact number has yet to be decided.

L. V. H. Durfee.
L. V. H. Durfee,
Captain, Infantry,
Assistant Military Attache.

Source: Press and Personal Contacts.

LVHD:vm

1st. Ind.

Office of the Military Attache, Havana, Cuba, April 20, 1935: To the Chief, Military Intelligence Division.

1. Approved.

T. N. Gimperling,
Lieut. Colonel, Infantry,
Military Attache.

From M.A., Havana No.4956 April 20, 1935.

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

No Objection to Publication in Service Journals.
AUG 26 1935
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

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G-2 Report

Route also to Navy

CUBA (Military Aviation)

Acquisition of Equipment.

RECEIVED G/2 W. D. AUG 22 1935

Arrival of new Pursuit plane.

1. The new Waco pursuit plane, which was ordered some time ago, from the Waco Aircraft Company arrived yesterday from the United States. It was flown from Miami by Captain L.J. Povey, the American instructor of the Cuban Air force, and later delivered to the Army officially by two representatives of the manufacturing company. The flight time from Miami was reported to be one hour and 27 minutes.

L.V.H.Durfee.
L.V.H.Durfee
Captain, Infantry
Acting Military Attache

Source : Press.
LVHD.

From: M/A Havana Report No.5029 August 16,1935.

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

Paste also to no 6-1

AUG 29 1935
MIL. INTEL. DIV.
2079-47
WAR DEPARTMENT

CUBA (Military Aviation)
Acquisition of new equipment.

Arrival of new Cargo Cruiser.

RECEIVED G/2 W. D. AUG 29 1935

1. The latest acquisition of the Cuban army in aviation equipment is a new Bellanca Cargo Cruiser, received direct from the factory recently. It was flown from the factory by Captain L.J.Povey, American instructor of the Cuban air force.

2. Captain Povey spent considerable time at the factory, supervising the installation of several improvements which he himself had devised. The rear door of the ship is a double door, which provides a larger means of entrance for objects too big to be put through the ordinary door. This door also has an emergency cord, which, when pulled allows the door to fall completely away from the plane, thus permiting any occupants to leave the plane without having to hold the door open against the force of the wind. The plane is designed so that it may be used for several different purposes, namely; as transportation for the Army commander and staff, in which case seats are provided for ten men in addition to the two pilots; as a transport for troops, in which case the seats are removed and replaced by benches along the sides, providing space for twenty one men; as a hospital plane, four litters can be installed, with sufficient space for two doctors; or the interior can be cleared and used for cargo weighing up to 4000 pounds. The enlarged rear door allows the entrance of spare airplane motors, if necessary.

3. The following data on the plane were given me by Captain Povey: the wing spread is 65 feet, gross weight 11,400 pounds, empty weight 6,200 pounds, usefull load 5,200 pounds, pay load 4,000 pounds, gasoline and pilot 1,200 pounds, flying range 1,000 miles, the motor is a Pratt and Whitney geared Hornet, of 750 horse power, with controlable pitch propellor. The armament consists of two, .30 cal. machine guns in the lower wings, (not mounted at present), and a third in rear, behind the lavatory, (also not mounted at present). This provision for a third gun is the design of Capt.Povey, and consists of a door, (steel) which opens upward from the fusilage, thus providing a certain protection for the gunner, from the front. The rack is the usual gun rack, and allows all around traverse. While not designed as a bombing plane, one bomb rack has been installed directly below the pilot, which allows four, 130 pound bombs to be carried if desired. The plane is equipped with flares for night landing or bombing.

4. Captain Povey informed me that the Bellanca company has requested the Cuban army to loan them the plane, in order that they may show it to the American army board at Dayton, Ohio. Arrangements for the loan have not yet been completed, he states, due to certain technicalities.

5. During the same visit to the Camp Columbia air field, I had the opportunity of seeing the new Waco pursuit plane, the arrival of which was reported on August 16, in report number 5029. The following data were given by Captain Povey: it is a Pratt and

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Whitney,Waco "D" or Military attack plane,with a 420 horse power motor,a top speed of 200 miles per hour,a cruising speed of 180 mph,and a range of 800 miles. This range would permit the pilot to fly from Havana to Santiago,and return as far as Moron,without having to land for fuel. The armament consists of two machine guns,mounted on the lower wings,and one on a flexible mount in the rear cockpit.(The guns are not mounted at present). The plane carries two ordinary bomb racks,and is fully equipped for night flying.

6. The cost of the Bellanca plane was a little more than $39,000.00 and that of the Waco was $14,000.00

L.V.H.Durfee.

L.V.H.Durfee
Captain,Infantry
Acting Military Attache.

From: M/A Havana Report No.5030 August 23,1935.

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By AMF NARS, Date 05/04/89

OFFICE CHIEF OF STAFF
OCT 18 1935
MIL. INTEL. DIV.
WAR DEPARTMENT

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2079 - 47

AMERICAN EMBASSY

OFFICE OF THE MILITARY ATTACHE
HAVANA. CUBA.

October 9,1935

No. 5056

Subject: Number of Airplanes Received by Cuban Army.

To: Chief, Military Intelligence Division,
Washington, D. C.

1. Reference the attached report of the Commercial Attache, dated August 15, 1935, stating that three (3) new airplanes had recently arrived at Camp Columbia, the above mentioned report is inaccurate. The Commercial Attache stated to me that his report was taken from the press.

2. My reports numbered 5029 and 5039 (index 9550-e) are correct. Conversation by telephone this date with Captain L. J. Povey confirms the fact that the present Cuban Army has purchased only two (2) new planes.

L. V. H. Durfee,
Captain, Infantry,
Assistant Military Attache.

encl.Report of Commercial
Attache.

LVHD:vm

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RECEIVED 8, 2 M. S. OCT 17 1935

Office of the Military Attache, American Embassy, Havana, Cuba, Oct. 9, 1935: To Chief, Military Intelligence Division, Washington, D.C.

1. Approved.

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

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By AMF NARS, Date 05/04/89

No Objection to Publication in Service Journals.
OCT 18 1937
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G-2 Report 10550-e

CUBA (Aviation-Naval)

Subject: Armament and Equipment
(e) Acquisitions, Changes and Developments.

Purchase of Three Planes by the Cuban Navy.

1. The Cuban Navy recently purchased three Waco UPF training planes with Continental 225 h.p. motor; span 30 ft., length 22ft 10 inches; height 8 ft 5.5 inches; wing area 243 ft. Power loading 11.76 lbs. h.p. Wing loading 10.90 lbs/ft/ Weight empty 1675 lbs. Useful load 975 lbs. Payload 484 lbs. Gross weight 2650 lbs. Baggage 75 lbs. Fuel 50 gallons. Oil 4 gallons. It is understood that these planes can be converted into hydroplanes by the use of pontoons. The planes cost $7000.00 each.

2. These planes were flown from Detroit, Ohio to Havana, Cuba by Lieutenant Usatorres, Chief Instructor of Naval Aviation, and Lieutenants Novo, Conde, Risech and Torres of the Cuban Navy. They arrived without mishap on October 4, 1937.

2079-52/2

3. These three Waco planes with the addition of the remaining Stinson of the two Stinsons recently purchased (see report No. 5470 index 10900-b, dated Oct. 1,1937) brings the total number of planes of the Cuban Navy to four. This total will be raised to five contingent upon the safe arrival of the Stinson which has been purchased to replace the one recently destroyed.

4. Colonel Angel Gonzalez, Chief of the Cuban Navy, states that these three new Waco planes are to be utilized in giving more efficient training to Cuban Naval pilots when the Navy Aviation School opens on November 1,1937.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source:
Personal Observation and
Contacts.

EWT:vm

From M.A., Havana Report No.5474 Date: October 6,1937.

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By AMF NARS, Date 05/04/89

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G-2 Report

Restricted 6-1 7 9550-e

CUBA (Aviation-Military)

Subject: Acquisitions, Changes, and Improvements in Equipage.

RECEIVED G/2 W. D. NOV 7 1939

Arrival of Recently Purchased Planes.

1. On Saturday, October 28,1939, the Cuban Army pilots arrived at Camp Columbia with three of the four Spearman Primary Training planes recently purchased in the United States. The fourth plane was delayed and will be flown in later.

2079-61

2. The Cuban Army now has four excellent primary trainers with which to start their aviation school at Camp Columbia. As previously reported (No. 5765-index 9700-a,dated Sept.19,1939), steps have been taken in connection with obtaining the services of Captain Frank Llanes and reorganizing the Air Corps.

3. The signal achievement of flying the above mentioned planes to Cuba safely required a large ceremonious welcome, at which the Military Attache was present.

4. Colonel Batista inspected the planes with a great show of interest and stated that he was sorry that lack of money made it impossible to buy more planes. At this point, Captain Alvarez, senior pilot, made the naive but sincere suggestion that each regimental commander buy another primary trainer and that they would thus have eight more. Colonel Batista considered this suggestion for a moment and then said that it had its merits byt that the regimental commanders had the expenses of their local administrationsand probably would be unable to buy the planes. On close examination, this little incident shows the absolute acceptance on the part of those concerned of the practices of graft current among the regimental commanders.

5. During this same inspection, Major Lopez Jorge, Chief of the Air Corps, buttonholed Colonel Batista and stated that he was very anxious to equip one plane with radio, as the pilots had informed him that listening in from the air was different from listening in from the ground, When Colonel Batista said "well, why don't you do it," Major Jorge replied that it would cost $200.00 and that he did not have the money. Colonel Batista then said "its a good idea - see Colonel Migoya and get the money." This is an illuminating sidelight on administration, purchase and supply as practiced in the present Cuban Army.

6. The senior pilot of the Navy then spoke up and asked Colonel Batista if it would not be possible to do something to help naval aviation, whereupon the Colonel replied that he had in mind the idea of combining the Army and Navy aviation into one corps.

7. As soon as the aviation school at Camp Columbia begins to function, a report will be submitted on the subject.

Henry A. Barber, Jr.,
Major, GS., Infantry,
Military Attache.

Source: Personal Observation
HAB:vm

From M.A., Havana Report No.5781 Date: October 31, 1939

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

No Objection to Publication in Service Journals.
Classification

None Enclosures

2079-47
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

I.G. No. 9580

Subject Marking and Camouflage
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

Cuban Army Planes

1. Cuban army planes have a Cuban flag on the rudder, the field at the forward edge and the stripes running "aft."

On the under side of the wings a white star on a red circle, with a surrounding blue circle.

Fuselage is grey, wings yellow. Cuban planes are not camouflaged.

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. 6103 Date June 20, 1941
This line to appear on all succeeding pages

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MIL. INTEL. DIV.
AUG 15 1934

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WAR DEPARTMENT

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G-2 Report

CUBA (Combat)

Subject: Combat Equipment.

RECEIVED G/2 W. D. AUG 17 1934

Loss of Airplane.

1. During the morning of August 12th, five Army airplanes flew over the City of Havana, ostensibly for the purpose of amusing the inhabitants in celebration of the first anniversary of the downfall of Machado, but really for the purpose of patrolling the City from the air to insure against any large groups forming. One of these planes, a Curtiss Cyclone-Hawk, piloted by J. L. Povey, an American who is under contract to the Cuban Government as aviation instructor and who holds the honorary title of Captain in the Cuban Army, struck a large buzzard while flying over the City. The impact damaged the plane to such an extent that the pilot was just able to get out over the water before the plane fell. Captain Povey saved himself by means of his parachute, but the plane probably is a total loss, even if it can be recovered from the Gulf.

2. The loss of this plane will be keenly felt by the aviation department of the Army, since it was their best plane and one of the few which they possessed.

L. V. H. Durfee,
Captain, Infantry,
Assistant Military Attache.

Source: Personal
Observation.

LVHD:vm

From A.M.A., Havana No. 4716 August 13, 1934

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

No Objection to Publication in Service Journals.

MAY 20 1935
WAR DEPARTMENT
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G-2 Report

CUBA (Aviation-Military)

Subject : Accidents.

RECEIVED G/2 W. D. MAY 30 1935

Aviators Killed in Crash.

1. At 11:30 A.M. on the morning of May 12th, two Army aviators, Lieutenants Lucas Brihuelas and Miguel Roya, crashed on a farm in the vicinity of Caibarien, Santa Clara Province. It was reported that the motor was missing while the plane was flying and a few minutes later went into a nose dive. The plane caught fire after crashing and the bodies of the two officers were burned. It is stated that this was the same Corsair plane in which a Lieutenant Ronaldo Caballero of the Cuban Air Corps was killed several years ago when it crashed at Rancho Boyeros during a celebration.

2. Both of the officers graduated from the Cuban Army Air School on February 24th,1935, and Lieutenant Brihuelas was considered the best pilot in the Cuban Army, excepting the American instructor, Captain Povey.

3. The funeral took place at the Officers Club, Camp Columbia, at 5 P.M., May 13th, and was attended by President Mendieta, Colonel Batista and hundreds of officials of the Army, Navy and Civil Government. Burial was in Colon Cemetery later in the day, and I estimate that 1500 officers and enlisted men were present.

T. N. Gimperling,
Lieut. Colonel, Infantry,
Military Attache.

Source: Press and Personal Observation

TNG:vm

From M.A., Havana Report No.4976 Date: May 14,1935

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 (Aviation-Civil)

Subject: Commercial and Industrial Aeronautic Activities - General.

Foreign Air Flight with Towed Gliders.

RECEIVED G/2 W. D. MAY 24 1935

1. On the afternoon of May 14th, what is stated in the press as being the first international "airtrain" flight was made from Key West, Florida to Havana. The flying time was slightly less than one hour.

2. The two gliders were attached to an airplane which was piloted by Mr. Edward Keim of New York; the gliders being piloted by Mr. Jack O'Meara, former American glider champion, and Mr. Paul du Pont, son of Mr. Irenee du Pont of Wilmington, Delaware.

3. The two gliders were cut loose from the plane at an altitude of about 5000 feet, directly over Central Park, Havana, and each in turn was successfully brought down and taxied along the broad street in front of the Capitol Building. This feat was witnessed by the President of Cuba, Government officials and the diplomatic corps. The dense crowd in and around the Capitol Building is estimated at 50,000 people. The three flyers were received in the Capitol by the President and given an enthusiastic reception by him and the Government officials and diplomatic corps, as well as the dense crowd of spectators..

4. At about the time the gliders landed, disorders occurred in front of the Capitol, in which several were injured. However, the police and troops on duty quickly quelled the trouble.

5. The flyers returned to Key West the next day, May 15th, receiving from the Cuban Government $1500.00 upon arrival in Havana and an equal sum was to be paid upon their arrival in Key West.

6. This flight was staged purely as a publicity stunt by the Cuban National Tourist Association for the purpose of advertising Cuba and increasing the number of American tourists to Cuba.

T. N. Gimperling,
Lieut. Colonel, Infantry,
Military Attache.

Source: Press and Personal Observation.

TNG:vm

From M.A., Havana No.4977 Date: May 16, 1935.

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By AMF NARS, Date 05/04/89

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JAN 22 1936
WAR DEPARTMENT

G-2 Report

CUBA (Population and Social)

Subject: Propaganda of Domestic Origin.

RECEIVED G/2 W. D. JAN 21 1936

Goodwill Flight to Spain.

1. On January 11th, Lieutenant Antonio Menendez y Pelaez of the Cuban Navy, taking off from the Rancho Boyeros Airport of the Cuban Aviation Company, sixteen miles from Havana, completed the first lap of his transatlantic flight to Spain when he arrived at Camaguey, Cuba, later in the afternoon. The flight was planned in memory of the Spanish aviators, Barberan and Collar, who flew from Seville to Havana in 1933, and who, after remaining here several days, continued on their flight towards Mexico City, their final objective. As was reported by this office at the time, no trace has ever been found of the aviators or their plane, the "Cuatro Vientos." Another reason for this flight is to increase the good will of the Spanish people towards Cuba.

2. Lieutenant Menendez is 24 years of age, a native of Spain but naturalized citizen of Cuba, and is said to have a record of about 1400 flying hours. He is a graduate of Gril Airways Academy, 1929, and was employed by the Cuban Aviation Company, a subsidiary of the Pan-American Airways, prior to receiving commission as a lieutenant in the Cuban Navy.

3. The plane has been named "Cuatro de Septiembre", and is a Lockheed monoplane equipped with a Wasp motor. The cruising radius is 2700 miles. It carries 450 gallons of gasoline and 22 gallons of oil. It is painted silver color with blue stripes and under the wings it has a Cuban star with the number 10. Although the plane was constructed for two passengers, the extra seat was replaced with an extra gasoline tank. The plane is not equipped with radio nor with pontoons. This plane was originally the property of the Texas Oil Company, and crashed several years ago in a swamp near Veradero Beach, Matanzas Province. Several months thereafter, it was purchased by Menendez for $800.00, who recently sold it to the Cuban Navy.

4. Menendez plans to make the flight in 54 flying hours, and estimates that it will cost about $35,000. Menendez had planned to continue from Camaguey, Cuba to Maturin, Venezuela, but, upon advice from the Brazilian government within the past 24 hours, the next stop will be La Guaira, Venezuela, instead of Maturin. He will then make Natal, Brazil in two hops - La Guaira to Para and from Para to Natal - thence to Seville, Spain. Menendez carries three flags; the Cuban flag, the flag of the 4th of September and the Spanish flag.

5. It is understood that former provisional President Mendieta gave enthusiastic support to the plan for this flight, which was proposed by Lieut.Colonel Gonzalez, Chief of Staff of the Cuban Navy. It is understood that Gonzalez also received the approval of Mendieta several months ago for the purchase of five airplanes for the Cuban Navy, but that Colonel Batista objected so strenuously, on the grounds that the Cuban Navy needed no air service and that the expense involved would be unjustified, that a compromise was effected and authority was granted to purchase the airplane described above.

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

Source: Personal Contacts and
Press.

TNG:vm

From M.A., Havana Report No. 5125 Date: January 13,1936.

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

No Objection to Publication in Service Journals.
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G-2 Report 2900-b

2079-51

CUBA (Population and Social)

Subject: Propaganda of Domestic Origin

RECEIVED G/2 W. D. FEB 26 1936

Goodwill Flight to Spain

1. Lieutenant Antonio Menendez y Palaez of the Cuban Navy (see report No. 5125, index as above, dated January 13, 1936), landed his plane at Seville, Spain, on February 14th, having taken off that morning from Cape Juby, Rio de Oro, Africa.

2. The Havana local press have given less publicity to this flight than might ordinarily be expected, perhaps for the reason that it was started on January 11th, over a month ago, and it could hardly be considered a transatlantic flight of great importance, because the actual distance between the land points, Brazil and Africa, is believed to be about 1400 miles.

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

Source: Press.

TNG:vm

From M.A., Havana Report No. 5147 Date: February 17, 1936.

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

No Objection to Publication in Service Journals.

APR 21 1936
CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

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G-2 Report

CUBA
AVIATION - Military

Subject: Accidents.

RECEIVED G/2 W. D. APR 21 1936

Cuban Army Airplane Wrecked.

1. Several days ago a Cuban Army airplane crashed at the Army aviation field at Camp Columbia. The plane was a Curtiss-Hawk, which had been declared unserviceable about two years ago, however, it had been in the process of repair for the past year at the Army aviation repair shops. The plane is now a complete wreck, but the pilot was but slightly injured.

2. Just prior to the accident, Captain Povey, the American flying instructor with the Cuban Aviation Corps, took the plane up, tested it and found it satisfactory. He was followed by two or three student flyers who made short flights in the plane. The last student, however, attempted stunt flying, in which he had no training, with the result that the plane got out of control and crashed.

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

Source: Personal Contacts.

TNG:vm

From M.A., Havana Report No. 5170 Date: April 16,1936.

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

OCT 11 1937
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV
WAR DEPARTMENT

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G-2 Report

Restricted

CUBA (Aviation-Naval)

Subject: Accidents.

RECEIVED G/2 W.D. OCT 9 1937

Loss of Stinson Plane:

1. One of the Stinson Standard Reliant planes recently purchased by the Cuban Navy, crashed while landing at Rancho Boyeros on Sunday, September 19th, and was completely destroyed. From examination of the scene of the accident and conversation with Lieut. Rene Basarrate, pilot of the plane, it would appear that in coming in to land, he overshot the field, but being too proud to circle around again, he put the wheels down, applied the brakes, and noting that he was running out of field, decided to take off again, daunted in no way by trees in his immediate path. The plane crashed into a treetop, landing on its nose, and bounced over on its back. As the pilot had left his motor wide open, the plane caught fire and was completely consumed. Fortunately, the fire started on the side of the fuselage opposite the door, which had burst open, permitting Lieut.Basarrate and his mechanic to escape with only slight injuries.

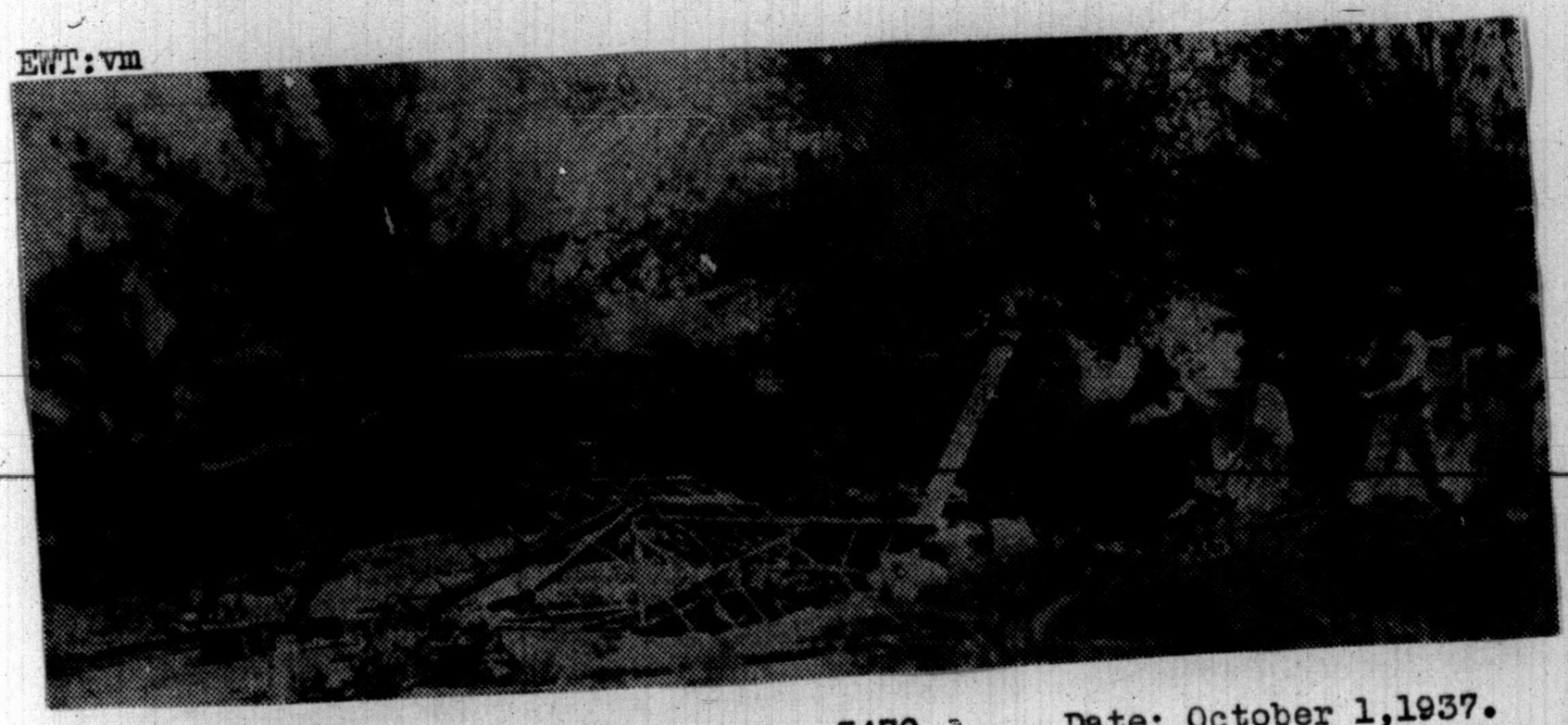
2. Lieut.Basarrate turned in his privately-owned Fledgling to the Cuban Government in exchange for a commission, and at the time of the accident, had less than sixty hours in the air. He has been tried by Court Martial for negligence and the cost of this plane - some $15,000 - charged to him.

3. Colonel Migoya states that this Stinson, originally intended for the Columbus-Pan-American Good Will Tour, will be replaced in time for the inauguration of this flight on October 12, 1937.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source: Personal Contacts and
Observation.

EWT:vm



From M.A., Havana Report No. 5470 Date: October 1,1937.

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

No Objection to Publication in Service Journals.

OCT 20 1937
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.

6-1
2079-52
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WAR DEPARTMENT
9910

G-2 Report

CUBA (Aviation-Military)

Subject: Accidents.

RECEIVED G/2 W.D. OCT 19 1937

Army Pilot Killed

1. During a cross-country flight to Santiago de Cuba and return, Lieutenant Angel Gonzalez Rojas, a recently graduated Army pilot was killed and his plane - a Corsair light bombing and observation model 1929 - was completely demolished, at Caibaiguan, Province of Santa Clara, October 9, 1937. The circumstances attendant upon this accident were as follows:

2. The officer mentioned above was the leader of four Corsairs flying in close formation at an altitude of 2500 feet. He suddenly decided to demonstrate his skill to his hometown folks, and without warning dove - the tail of his plane struck the next plane on his right and collapsed.

3. As a result of this ostentatious display, there are now a total of fifteen planes and twenty pilots in the Cuban Army Air Force.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache

Source: Personal Contacts

EWT:vm

From M.A., Havana Report No. 5480 Date: October 14, 1937

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

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NOV 28 1937
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WAR DEPARTMENT

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G-2 Report 9910

CUBA (Aviation-Military)

Subject: Accidents.

Waco Plane Destroyed

1. Lieutenant Antonio Soto of the Cuban Army, while flying the Attack Model B Waco plane with Major Andres Asencio, Chief Signal Officer of the Cuban Army, on a radio mission, October 29,1937, completely destroyed the plane in an attempted landing at a private field in Veradero, Matanzas Province. The two officers were only slightly injured, and it is believed that the Wasp TB motor can be repaired.

2. From examination of the scene of the accident and conversation with Lieutenant Soto and Captain Leonard Povey, it would appear that in attempting to land on the narrow runway a sudden gust of wind drove the plane into a group of palm trees on the southern side of the runway and smashed it completely.

3. The loss of this Waco is particularly costly to the efficiency of the Cuban Air Force, as Colonel Batista used the plane almost continuously on various emergency missions throughout the Island. This is the second army plane destroyed in a period of two weeks, and has caused Colonel Batista to read the "riot act" to the officers responsible.

4. As a result of this accident, there are now a total of fourteen planes and twenty pilots in the Cuban Army Air Force.

E. W. Timberlake,
Major, GS., CAC.
Military Attache.

Source: Personal Contacts and Observation.

EWT:vm

Chart attached to original copy

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By AMF NARS, Date 05/04/89

AUG 4 1938
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

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WAR DEPARTMENT

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G-2 Report — Restricted

CUBA (Aviation-Military)

Subject: Accidents.

RECEIVED G/2 W. D. AUG 4 1938

Pilot Killed and Airplane Destroyed

1. On July 11, 1938, Lieut. Luis Insua, Cuban Army, and Mechanic 1st Class, A. Pairoso, while flying an old Curtiss Primary Training plane (PT3) crashed on the water's edge at Jaimanitas Beach, a suburb of Havana. The occupants of the plane were instantly killed and the plane destroyed. The board of officers investigating the crash, ascribed the cause to the extreme age of the plane and the mechanical failure of the motor, combined with the loss of efficiency in flying which has characterized the training of the Cuban Air Force since the departure of the former instructor, Captain Povey. (See report No. 5410, index 9200-c, dated January 20,1938).

2079-57

2. Flight training in the Cuban Aviacion Corps has come to a practical standstill, as no schedule has been adopted and each pilot is only permitted to fly five hours per month. Morale in the Air Corps is very low due to the policy of their non-flying commanding officer, Major Jorge, in giving preference to non-flyers for political reasons. The policy seems to be to keep all planes on the ground as much as possible to lessen the danger of cracking them up. The three new Curtiss-Wright Advance Trainers recently purchased have not been flown since the departure of Captain Povey, and are kept wrapped up in cotton batting in the hangars.

3. As a result of this latest accident, there are now a total of thirteen planes and 18 pilots in the Cuban Air Corps.

ARMY

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source: Personal Contacts
and Observation

EWT:vm

From M.A., Havana Report No.5603 Date: July 22,1938.

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

EMBAJADA DE CUBA
WASHINGTON, D. C.

JUL 8 1936
MIL., INTEL. DIV.
2079
WAR DEPARTMENT

June 2, 1936.

Excellency:

I have the honor to inform Your Excellency that my Government has instructed me to request authorization of the proper authorities of Your Excellency's Government, in order that the Bellanca Transport Airplane of the Cuban Constitutional Army, No. 103, color yellow and aluminum, piloted by Captain Tomas Alvarez Alonso and Captain Leonard J.Powey of the Army, may fly to Dayton,Ohio, making landings enroute at Miami and Jacksonville,Florida, and Atlanta,Georgia. It is expected that this airplane will leave Havana on Saturday, June the 6th.

I beg to request that Your Excellency be kind anough to obtain,if possible, the corresponding authorization for this flight.

Accept, Excellency, the renewed assurances of my highest consideration.

His Excellency,
Mr. Cordell Hull,
Secretary of State,
Washington.

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

C B-d

JUN 5 1936
WAR DEPARTMENT
MIL. INTEL. DIV.
2079-53
2

June 3, 1936

MEMORANDUM for Air Liaison Officer:

Subject: Flight of Cuban Army Airplane to Dayton, Ohio.

The State Department has requested permission for a Bellanca Transport airplane of the Cuban Constitutional Army, No. 103, color yellow and aluminum, piloted by Captain Tomas Alvarez Alonso and Captain Leonard J. Powey , Cuban Army, to fly to Dayton, Ohio, making landings en route at Miami and Jacksonville, Florida, and Atlanta, Georgia. The plane expects to leave Havana on Saturday, June 6th.

I have informed the State Department that there will be no objection to the plane landing at Patterson Field and that due notice should be given to the military authorities there by telephone from the last landing en route to Patterson Field, which according to present plans would be Atlanta, Georgia.

C. Burnett,
Colonel, General Staff,
Foreign Liaison Officer.

hbr

6/3/36
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DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

2079-53

C B-d

JUL 8 1936
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
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WAR DEPARTMENT

June 3, 1936

MEMORANDUM for Mr. S. B. Smith, Division of Protocol and Conferences,
Department of State.

Subject: Flight of Cuban Army Airplane to
Dayton, Ohio.

With reference to your request concerning the authorization of the War Department for a Cuban Army airplane to land at Dayton, Ohio, I take pleasure in informing you that there will be no objection to the plane landing at Patterson Field, Fairfield, Ohio, ten miles northeast of Dayton. It is requested that the Cuban pilot notify the military authorities at Patterson Field, by telephone from the last landing prior to arrival at his destination. According to the Cuban Ambassador's letter this would be at Atlanta, Georgia. In any case, due notice should be given to the military authorities at Patterson Field some hours in advance of expected time of landing there so that proper arrangements may be made for their reception.

C. Burnett,
Colonel, General Staff,
Foreign Liaison Officer.

hbr

6/3/36
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NND 740058
By AMF NARS, Date 05/04/89

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MIL., INTEL. DIV.
WAR DEPARTMENT

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G-2/2079-53

2079-53

June 3, 1936

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Flight of Cuban Army airplane to Patterson Field, Fairfield, Ohio.

The Secretary of War directs that the Commanding Officer, Patterson Field, Fairfield, Ohio, and the Commanding Generals of Corps Areas concerned, be advised of the pending flight of a Bellanca Transport airplane of the Cuban Constitutional Army, No. 103, color yellow and aluminum, leaving Havana Saturday, June 6th, to Patterson Field, Fairfield, Ohio, with landings en route at Miami and Jacksonville, Florida, and Atlanta, Georgia. The pilots, Captain Tomas Alvarez Alonso and Captain Leonard J. Powey, Cuban Army, have been requested to notify the Commanding Officer, Patterson Field, time of their arrival from last landing place.

I A LETRS SENT TO
Commanding Officer Patterson Field, Ohio.
CG, 5th CA, CG 4th CA as per the above

Received A. G. O. JUN 4 1936

6-4-36 CCWo

F. H. Lincoln,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

hbr

G-2 Report

Restricted

9400

CUBA (Aviation-Military)

Budget Data on Army Aviation.

G-1

RECEIVED G/2 W. D. AUG 28 1936

2079-54

Year	Aviation Budget Estimates.	Total Funds Expended for Aviation by other Govt.Depts.	Total Funds Expended from all Sources	Percentage Aviation Budget of Total Nat'l Budget	Percentage Aviation Budget of Total Nat'l Defense Budget.	Monetary Unit in which budget is expressed, with par value.
F.Y. 1935-36	$ 272,000 (1)	Nothing	$ 272,000.00	.0036%	1.5%	The Cuban Peso, which has the par value of the present U. S. dollar.
1936-37	232,877 (1)	Nothing	232,877.00	.0032%	1.3%	

NOTE: (1) The difference between amounts spent for Army Aviation is largely due to the fact that one airplane was purchased at a cost of $39,288.00 from the 1935-36 appropriation. The purchase of aircraft is not contemplated during the current (1936-37) fiscal year.

(2) The above figures are approximate, but reasonably correct.

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

TNG:vm

From M.A., Havana

Report No.5258

Date: August 21,1936.

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

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

G-2 Report

Restricted

9400

CUBA (Aviation-Military)

Budget Data on Army Aviation.

RECEIVED G/2 W. D. AUG 28 1936
AUG 28 1936 WAR DEPARTMENT

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2079-54

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Year	Aviation Budget Estimates.	Total Funds Expended for Aviation by other Govt.Depts.	Total Funds Expended from all Sources	Percentage Aviation Budget of Total Nat'l Budget	Percentage Aviation Budget of Total Nat'l Defense Budget.	Monetary Unit in which budget is expressed, with par value.
F.Y. 1935-36	$ 272,000 (1)	Nothing	$ 272,000.00	.0036%	1.5%	The Cuban Peso, which has the par value of the present U. S. dollar.
1936-37	232,877 (1)	Nothing	232,877.00	.0032%	1.3%	

NOTE: (1) The difference between amounts spent for Army Aviation is largely due to the fact that one airplane was purchased at a cost of $39,288.00 from the 1935-36 appropriation. The purchase of aircraft is not contemplated during the current (1936-37) fiscal year.

(2) The above figures are approximate, but reasonably correct.

T.N. Gimperling,
Colonel, Infantry,
Military Attache.

TNG:vm

From M.A., Havana

Report No.5258

Date: August 21,1936.

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

No Objection to Publication in Service Journals.

JAN 14 1937 OFFICE CHIEF OF STAFF MIL., INTEL. DIV.

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WAR DEPARTMENT
9400

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G-2 Report

CUBA (Aviation-Military)

Subject: Air Finance.

RECEIVED G/2 W. D. JAN 14 1937

Army Air Corps Budget
F.Y. 1936-1937.

		Pesos	
I.	PERSONNEL:		
1.	Military:		
a.	Existing Establishment:		
(1)	Pay:		
	Base pay	94,476	
	Extra pay, pilots	10,800	
	Extra pay (longevity,medals,etc)	22,000	
		127,276	- 127,276
(2)	Clothing:		
	Allowances for enlisted personnel	10,000	- 10,000
(3)	Subsistence:		
	Allowances for enlisted personnel	27,600	- 27,600
b.	Augmentation:		
	Nothing.		
2.	Civilian direct:		
a.	Pay and allowances		
	Pro-rata salaries of Sec'y Nat'l Defense and civilian assistants	490	
	Auxiliary Civil Corps	580	
	Army National Arsenal	400	
		1470	- 1,470
II.	PLANT:		
1.	Maintenance and operation of existing plant.		
	Water, ice, etc	500	
	Electricity for barracks and quarters	2,000	
	Fuel (wood, coal, etc)	1,500	
	Packing, hauling, etc	300	
	Laundry	500	
	Rental allowances,officers	10,000	
		14,800	- 14,800
2.	Augmentation:		
	None.		
III.	EQUIPMENT:		
1.	Maintenance and operation of existing equipment, including training,and replacement of equipment with approximately similar models.		
	Office equipment,printing, etc	1,000	
	Furniture,etc. for barracks and quarters.	1,000	
	Dining-room and kitchent equipment	500	
	Medicines	500	
	Purchase of Military equipment	5,000	
	Repair of military equipment	3,000	

From M.A., Havana Report No. 5304 Date: January 8,1937

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

		Pesos
	TOTALS	
	Brought Forward.....	181,146
III. EQUIPMENT (Continued)		
1. Maintenance and operation,etc:		
Brought forward.....	11,000	
Ammunition.....	1,000	
Purchase of Air Corps equipment and supplies.....	40,000	
	52,000	52,000
2. Augmentation of equipment and replacement.		
Nothing.		
	GRAND TOTAL.....	233,146.00

T. N. Gimperling
Colonel, Infantry,
Military Attache

Source: Official Documents

TNG:vm

From M.A., Havana Report No.5304 Date: January 8,193[illegible]

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

No Objection to Publication in Service Journals.
AUG 13 1937
MIL. INTEL. DIV.
WAR DEPARTMENT
9400

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2079-54
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27

G-2 Report

CUBA (Aviation-Military)

Subject: Air Finance.

Army Air Corps Budget.
Fiscal Year 1937-1938

I. PERSONNEL

1. Military:

a. Existing Establishment:

(1) Pay:

Base pay	$ 94,476
Extra pay, pilots	11,800
Extra pay (longevity, medals, etc	23,000
	129,276

(2) Clothing:

Allowances for enlisted personnel	6,500

(3) Subsistence:

Allowances for enlisted personnel	27,000

b. Augmentation: None.

2. Civilian direct:

a. Pay and allowances:

Pro-rata salaries of Sec'y Nat'l Defense and	
civilian assistants	420
Auxiliary Civil Corps	420
Army National Arsenal	50
	$ 890

II. PLANT:

1. Maintenance and Operation of existing plant.

Pro-ratio Sec'y Nat'l Defense quarters	$ 86
Water, ice, etc	500
Electricity for barracks and quarters	2,000
Fuel (wood, coal, etc)	1,500
Packing, hauling, etc	300
Laundry	1,500
Rental allowances, officers	8,000
Rent of land, barracks repair, etc	2,000
Furniture	380
Hardware	200
Dining room equipment	500
	16,966

III. EQUIPMENT:

1. Maintenance and operation of existing equipment, including training, and replacement of equipment with approximately similar models.

Purchase and repair of motor equipment	$ 8,000
Purchase of 5 airplanes (Curtis)	90,000
Ammunition	2,000
Purchase Signal Equipment	500
Repair of Equipment	40,000
	$ 140,500

2. Augmentation: None

GRAND TOTAL $ 321,132

From M.A., Havana Report No.5449 Date: August 6, 1937

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

Note:

Colonel Migoya, Quartermaster General, informs me that at the present time, it is not contemplated to deduct funds for the two new Navy and 1 new Army Stinson airplanes from the budgets of their respective services -- that these planes (the "Nina," "Pinto," and "Santa Maria," to be used in the "Columbus around South and Central America Tour" in October) will be paid for by either a special commemorative issue of stamps, or from "Other Funds."

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source: Official Documents.

EWT:vm

From M.A., Havana Report No. 5449 Date: August 6,1937.

No Objection to Publication in Service Journals.

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

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No Objection to Publication in Service Journals. 2079-55

DEC 1936 WAR DEPARTMENT

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8310

G-2 Report

CUBA (Aviation - General)

Subject: International Air Competitions.

RECEIVED G/2 W. D. DEC 23 1936

Miami-Havana Air Race

1. On Sunday, December 13th, twenty-two airplanes took off from Miami and landed in Key West, flying from there to Havana in a handicap air race. The planes were all privately-owned or represented business concerns, such as the Beech Nut Company, etc. The first plane to arrive at Camp Columbia airfield was owned and piloted by a Mr. Evans of the Evans Operating Company of Augusta, Georgia. It was a light Monocoupe and made the 90 miles in 50 minutes and 10 seconds. The second plane to arrive, piloted by Lawrence Schmidlapp, made the crossing in 44 minutes and 6 seconds.

2. The race which was initiated and sponsored by the National Tourist Commission of Cuba, was open to all or most of the participants in the Miami Air Meet which ended on December 12th. Over fifty planes were entered for the race but, due to the fact that the Key West airport is limited to a maximum of 22 planes, more than half of the entries were withdrawn.

3. The National Tourist Commission has lavishly entertained the pilots and their families and others who came over as passengers in the planes or by commercial means, such as many of the manufacturers of the planes which participated in the race. Official banquets, luncheons, cocktail parties, dances, etc., were scheduled, so that practically the entire stay from Sunday afternoon up to Tuesday night was taken up with this official entertainment. Today, December 16th, the planes are scheduled to return to Key West. Seven ships, three Cuban Gunboats and four U.S. Navy Destroyers or Coast Guard vessels are expected to patrol the 90-mile route. The reason for this special precaution is because Key West is said to be very difficult to distinguish in the mass of Keys south of Florida, especially if the visibility is low, as it has been for several days.

4. Major Alexander P. de Seversky, the well-known Russian flyer and constructor of airplanes, arrived in Havana on December 14th. He left New York on December 13th, intending to make a non-stop flight between that City and Havana in an effort to break the existing flight record between the two cities; however, due to bad weather, he landed in Miami.

T. N. Gimperling,
Colonel, Infantry,
Military Attache.

Source: Press and Personal Observation.

TNG:vm

From M.A., Havana Report No. 5293 Date: December 16, 1936.

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

RECEIVED
MAY 26 1937
WAR DEPARTMENT,
MIL., INTEL. DIV.

16

May 26 1937.

The Secretary of State presents his compliments to the Honorable the Secretary of War, and encloses a copy of a note from the Cuban Embassy, requesting permission for two Cuban Army aircraft to fly from Habana to St. Louis to participate in an aerial contest at the latter city on May 28.

It is requested that this Department be advised whether the War Department has any objections to the granting of the requested permission.

This matter is also being taken up with the Navy Department.

Enclosure:
From Cuban Embassy,
May 25, 1937.

copy received from State Dept. by special messenger.

PC:SBS:VW
5/25/37

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

COPY

PC:VW

JUN 20 1937
OFFICE CHIEF OF STAFF
MIL
WAR DEPT

Enc 1
2079-56

EMBAJADA DE CUBA
Washington, D. C.

The Cuban Ambassador presents his compliments to His Excellency the Secretary of State, and has the honor to inform that the Pilot Aviator Captain Lionel J. Power, of the Cuban Army, wishes to make a flight from Havana to St. Louis, Missouri, to participate in an aerial contest which will take place in the latter city on May 28, 1937. Captain Power will pilot a Curtis Hawk No. 21, and will also be accompanied by a Waco Airplane No. 23, the name of the aviator piloting same to be communicated to the Department as soon as possible.
In the flight from Havana to St. Louis, they will proceed over the following route: Miami, Jacksonville, Atlanta, Birmingham, Nashville, St. Louis, and will return to Havana over the same route.

The Ambassador has the honor to request that the necessary arrangements be made in order that permission be granted for this flight.

The Ambassador expresses his thanks in advance for this courtesy.

May 25, 1937.

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

COPY

JUN 29 1937
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
2079-57
WAR DEPARTMENT

The Cuban Ambassador presents his compliments to His Excellency the Secretary of State, and with reference to his note of May 25, 1937, has the honor to inform that the airplane refer to in said note, Waco number 23, will be piloted by the Pilot Aviator of the Air Corps of the Cuban Army, Captain Manuel Orta Gonzalez, accompanied by the Mechanic, Sergeant Jose Andriarena Aramberri.

The Ambassador wishes to reiterate his thanks for the attention given to his request.

May 26, 1937.

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

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G-2/2079-56

JUN 29 1937
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
2079-J-6
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May 27, 1937

WAR DEPARTMENT

NBR

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Flight of two Cuban airplanes to St. Louis, Missouri.

The Secretary of War directs that the appropriate Corps Area Commanders be informed that permission has been granted for a flight of two Cuban Army airplanes a Curtiss Hawk No. 21 and Waco No. 23 from Havana to St. Louis, Missouri by way of Miami, Jacksonville, Atlanta, Birmingham and Nashville on May twenty-eighth, returning by same route. Pilots are Captains Lionel J. Power and Manuel Orta Gonzalez, Cuban Army, will participate in aerial contest.

F. H. Lincoln,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

hbr

Action by radios to CGS 4, 5, 6 and 7 Corps Areas

Copy to AC and GHQ

May 27 1937

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

OFFICE CHIEF OF STAFF
MIL., INTEL. DIV
MAY 29 1937
WAR DEPARTMENT

AG 2079-J/6
(5-27-37)(Misc.)E
MH-COM-MJ

PRIORITY RUSH

May 27, 1937.

Commanding General, Fourth Corps Area,
Fort McPherson, Georgia.

Permission has been granted for a flight of two Cuban Army airplanes a Curtiss Hawk number twenty one and Waco Number twenty three from Havana to St. Louis, Missouri, by way of Miami comma Jacksonville comma Atlanta comma Birmingham and Nashville on May twentyeighth returning by same route STOP Pilots are Captain Lionel J. Power and Manuel Orta Gonzalez comma Cuban Army will participate in aerial contest STOP Extend usual courtesies and facilities if landing made on Army flying fields STOP

WAR DEPARTMENT, MESSAGE CENTER: Conley.

Please send same radiogram to:

Commanding General, Fifth Corps Area, Ft.Hayes, Columbus, Ohio.
Commanding General, Sixth Corps Area, U.S.P.O.Bldg., Chicago, Ill.
Commanding General, Seventh Corps Area, Omaha, Nebraska.

Adjutant General.

Copy for G2

Chief of the Air Corps

Commanding General, GHQ Air Force

G2/ Memo G2/2079-56

May 27 1937

MJ

RECEIVED
MAY 27 1937
M. I. D. WAR DEPT.
EXEC. DIV.
A. G. O.

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

WAR DEPARTMENT
Office of Chief of Staff
WASHINGTON, D.C.

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RECEIVED CLERK OF STATE
MAY 29 1937
MIL., INTEL. DIV.
WAR DEPARTMENT

2079-76 (11)

In reply refer to
G-2/2079-56

Noted
J. B. Coulter

MAY 29 1937

The Honorable

The Secretary of State.

Dear Mr. Secretary:

With reference to your letter of May 26, 1937, the Secretary of War requests me to advise you that the War Department perceives no objections to granting the permission requested by the Cuban Embassy for two Cuban Army aircraft to fly from Habana to St. Louis to participate in an aerial contest on May 28th provided no arms or photographic equipment are carried and any airspace reservations established by Executive Order are avoided.

The appropriate military authorities on the route indicated have been informed accordingly.

Sincerely yours,

(Signed) MALIN CRAIG

Chief of Staff.

hbr

Dispatched
from A.G.O.
MAY 29 1937

OFFICE OF CHIEF OF STAFF
IN
MAY 28 1937

OUT
MAY 29 1937

OUT
MAY 28 1937

Rec'd. Per Div. G-1 JUN 2 1937

OFFICE OF CHIEF OF STAFF.

G-2

2079-76-81 (5-26-37)

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

No Objection to Publication in Service Journals.
JUN 8 1937
2079-57
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WAR DEPARTMENT
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G-2 Report

CUBA (Aviation-Military)

Subject: Foreign Individuals Utilized by the Government on Military Aviation Work.

American Instructor of Cuban Air Corps.

1. "Captain" Leonard Povey, erstwhile Sergeant in the U.S. Air Corps, is the only foreigner utilized by the Cuban Government in military work. This man is under verbal contract for five years, holds honorary rank of Captain in the Cuban Army and is paid $350.00 a month. He is used as an instructor of pilot candidates, and, upon occasion, performs special missions for Colonel Batista, within the capabilities of his arm.

2. Major Rogelio Lopez y Jorge is the official chief of the Cuban Air Service, but Captain Povey is its actual head, and supervises training, administration and supply of the Cuban Air Corps, under the direction of Colonel Batista.

3. "Captain" Povey was born in Springfield, Mass., February 23,1904. He was educated in grade and secondary schools in that City. Received initial flight training with the Canadian Army in 1920; enlisted in the U. S. Air Corps at Mitchell Field in 1922; discharged in 1925 (E.T.S.), "excellent" character - rating air pilot. During this period, he became a protege of the late General William Mitchell, who issued special instructions, appointing Lieut. Barksdale to give Povey flight training. Povey made many contacts at Mitchell Field that are standing him in good stead now.

4. Upon discharge from the U.S. Army, Povey spent three years barnstorming, spending 2800 hours in the air. From 1928 to 1930, he was general manager of Massachusetts Airways, during which period he instructed Connecticut and Massachusetts National Guard officers, spending 2000 hours in the air. He became a member of the American Air Races, Inc. (a traveling air circus) from 1930 to 1932, spending 2000 hours in the air. He became test pilot for G-B Air Corporation in 1933 (specializing in building racers); won "All America" championship in Miami in 1934. He was contacted by Col. Batista's agent immediately thereafter and came to Cuba late in May 1934. Won his "spurs" in Cuba on June 1, 1934, when the cruiser "CUBA" declared a "one-ship" revolution, and Povey with Captain Belisario Hernandez was detailed to subdue same. He forced the ship to dock and delivered the rebel captain to Colonel Batista within four hours.

5. Captain Povey, with some help from General Pratt and Colonel Ryan of the U.S. Air Corps, has adapted the course at the U.S. Air Corps Primary Training School to Cuban conditions, and is doing an excellent job, according to reports from Cuban Army Headquarters.

6. Captain Povey has seventeen years of flying experience behind him, spending over 7000 hours in the air. He is intelligent, capable and hard-working. He is intensely admired by all members of the Cuban Army that have come in contact with him, and his acrobatic ability is the boast of the Cuban nation. Personally, however, I believe that his stunt flying sets rather a bad example for the Cuban pilots, as their national tendency for ostentatious display has resulted in several crack-ups. He is most pleasant in social and official contacts and is unquestionably a credit to his U.S. Army training.

From M.A., Havana Report No.5410 Date: June 25, 1937

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

7. I have been informed by Colonel Batista, and personally verified the fact by inspection of all elements of the Cuban Army, that there are no other foreigners utilized by the Cuban Government in military work.

"Captain" Leonard Povey, Instructor
Cuban Air Corps.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source: Personal Contacts and
Observation.

EWT:vm

From M.A., Havana Report No. 5410 Date: June 25,1937

OUT. 210

No Objection to Publication in Service Journals.

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

No Objection to Publication in Service Journals.

G-2 Report

CUBA (Aviation-Military)

6-1 2079-57

JAN 27 WAR DEPARTMENT

Subject: Foreign Individuals Utilized by the Government on Military Aviation Work.

2079-<7>

Departure of American Instructor of Cuban Air Force.

RECEIVED G/2 W. D. JAN 26 1938

1. Captain Leonard J. Povey, who has been aviation adviser to Colonel Batista and chief aviation instructor as well as virtual head of the Cuban Air Force for the last four years (see report No. 5410, index as above, dated June 25, 1937) gave up his verbal contract with Colonel Batista on January 14, 1938, in order to accept a position as Aeronautical Inspector with the Latin-American Division of the U.S. Bureau of Air Commerce, at a salary of $5600.00 a year. Captain Povey departed for Washington on January 15, 1938.

2. Captain Povey almost single-handed built up the Cuban Air Force from scratch after the September 4, 1933 revolution, and, in the opinion of the Cuban General Staff as well as that of the undersigned, he did an excellent job. Colonel Batista offered Captain Povey every inducement to remain in Cuba and he is keeping Povey's job open for a year by granting him a year's leave of absence with three months at full pay. Colonel Batista informed me that if Captain Povey does not return within the year, he intends to secure a competent American aviation instructor to replace him. In the meantime, no new pilots will be trained by the Cuban Army and the present pilots will continue training along the lines laid out by Captain Povey.

3. It is my belief that Captain Povey's loss will be keenly felt by the Cuban Air Service and that the training of personnel in that branch will make little, if any, progress during the coming year.

4. Captain Povey informed me that he decided upon the change when he was given the opportunity by our Department of Commerce to obtain a better job with the possibility of promotion, and that he completed arrangements for this new job during his visit to Washington on the 23rd. of December, 1937. However, failure of the Cuban General Staff to take his advice regarding the inadvisability of the Columbian-Pan American Goodwill Flight and their overriding him in securing inadequate equipment - which directly lead to the fatal culmination of that flight - unquestionably influenced Captain Povey in his final decision.

5. Captain Povey left Cuba with an absolutely clean bill of health from the Cuban Army, and it is my opinion that the work done by him in Cuba is a credit to the military service of the United States.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source: Personal Observation and Contacts.

EWT:vm

From M.A., Havana Report No. 5526 Date: January 20, 1938.

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

COPY

DEPARTMENT OF STATE
WASHINGTON

July 12, 1937

JUL 14 1937
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
2079-J-8
WAR DEPARTMENT

The Secretary of State presents his compliments to the Honorable the Secretary of War and encloses a copy of a note from the Cuban Ambassador requesting permission for Captain O.H. Leonard James Povey and First Lieutenant Alfredo Jimenez Alum to fly from Wayne, Michigan, to Havana, in a Model SR-9-D Stinson plane which has been purchased for the use of the Cuban Army.

It is requested that this Department be informed whether the War Department perceives any objection to the proposed flight in order that an appropriate reply may be made to the Cuban Ambassador.

A similar inquiry is being addressed to the Navy Department.

Enclosure:

From Cuban Ambassador,
July 7, 1937.

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

COPY

JUL 14 1937
OFFICE OF THE SECRETARY OF STATE
MIL., INTEL. DIV.
WAR DEPARTMENT

Encl 1
2079-58

EMBAJADA DE CUBA

Washington, D.C.

The Cuban Ambassador presents his compliments to His Excellency the Secretary of State, and has the honor to request that the necessary action be taken to grant permission to Captain O.H.Leonard James Povey and First Lieutenant Alfredo Jiminez Alum, both of the Aviation Corps of the Cuban Army, to fly from Wayne, Michigan, to Havana, in a Model SR-9-D Stinson airplane, which has been purchased by the Cuban Government from the Stinson Aircraft Corporation, for the use of the Cuban Army. The Exportation permit for this plane has already been requested from the Department.

The Ambassador wishes to express his thanks for this courtesy.

July 7, 1937

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

G-2
JBC

JUL 14 1937
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
2079-J-8
2
WAR DEPARTMENT,

G-2/

July 13, 1937

MEMORANDUM for Assistant Chief of Staff, War Plans Division:

1. Information is requested whether or not the War Plans Division perceives any objection to granting permission for Captain O.H.Leonard James Povey and First Lieutenant Alfredo Jimenez Alum, Cuban Aviation Corps, to ferry an airplane from Wayne, Michigan, over United States territory to Havana, as requested in the attached correspondence.

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

Encl.
Ltr. fr. Sec.of State,
7-12-37, w. encl.
hbr

JUL 13 1937
MAILED EXECUTIVE OFFICE G-2 W.D.

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

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION.
WASHINGTON, D. C.

WPD
StCS
MIL. INTEL. DIV.
OCT 2 1937
WAR DEPARTMENT

2079-28

July 15, 1937.

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, G-2:

Subject: Permission for Cuban officers to ferry airplane from Wayne, Michigan, to Havana.

1. The War Plans Division perceives no military objection to a flight by Cuban officers over United States territory incident to the ferrying of an airplane from Wayne, Michigan, to Havana, Cuba, provided:

a. Flights over air space reservations delimited in Executive Order No. 7138, dated August 12, 1935, are prohibited.

b. Photographs are not taken while over the territory of the United States.

Sherman Miles

SHERMAN MILES,
Colonel, General Staff,
Acting Assistant Chief of Staff.

Incls.
Memo. fr. G-2 to AC of S, WPD.
Ltr. fr. Sec. of State, 7-12-37,
w/Incls.

ek

RECD Executive Office G-2, W.D.G.S. JUL 15 1937

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

G-2
OSW

OCT 2 1937
WAR DEPARTMENT
MIL. INTEL. DIV.

2079-58

4

G-2/2079-58

July 30, 1937

Noted
J. B. Coulter

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Cuban ferry flight from Wayne, Michigan, to Havana.

The Secretary of War directs that the Commanding Generals of Corps Areas concerned be informed that permission has been granted Captain Povey and Lieutenant Jiminez Alum, Cuban Army Aviation Corps, to ferry a Model SR-9-D Stinson airplane purchased by Cuban Government from Wayne, Michigan, to Havana either by way of New York City or Atlanta and Miami. Airspace reservations to be avoided and no photographs taken over U.S. territory. Flight will be made within next week or ten days.

11 Received A. G. O. JUL 31 1937

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

hbr

RECEIVED
JUL 31 1937
M.I.D.
A.G.O.

Action taken by radio to 8Cs 2d, 6th & 4th Corps Areas
copy to G-2
CCW:HAR

7-31-37

18,084-(1)-X-3

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

G-2
JBC
dsw

WAR DEPARTMENT
Office of the Chief of Staff
WASHINGTON, D.C.

OCT 2 1937
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT.

2079-58
J-

In reply refer to
G-2/2079-58

The Honorable

The Secretary of State.

Dear Mr. Secretary:

Receipt is acknowledged of your letter of July 12, 1937, enclosing a copy of a note from the Cuban Ambassador dated July 7, 1937.

In reply, the Secretary of War requests me to advise you that the War Department perceives no objection to granting permission for Captain O. H. Leonard James Povey and First Lieutenant Alfredo Jimenez Alum to fly from Wayne, Michigan, to Havana, in a Model SR-9-D Stinson plane purchased for the use of the Cuban Army, provided:

a. Flights over air space reservations delimited in Executive Order No. 7138, dated August 12, 1935, are prohibited.

b. Photographs are not taken while over the territory of the United States.

It is requested that the War Department be informed of the date of this flight in order that the appropriate military authorities may be advised accordingly.

Sincerely yours,

Chief of Staff.

hbr

Wire from Stinson aircraft Co. to ~~State~~ Dept. states plane ready for delivery. Wish to leave early as possible. (Mr. Smith P.C.) HBR

JUL 29 1937

MAILED EXECUTIVE OFFICE G-2 W. D.

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

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
AUG 2 1937

2079-J-8
6

RADIOGRAM

AGO

A.G.580.81 (7-30-37)Misc.(B)

CCW:HAR

July 31, 1937.

Commanding General, Second Corps Area,
Governors Island, N.Y.

Noted
J. B. Coulter

Permission has been granted Captain Povey and Lieutenant Jiminez Alum comma Cuban Army Aviation Corps comma to ferry a Model SR dash nine dash D Stinson airplane purchased by Cuban Government from Wayne Michigan to Havana either by way of New York Citynor Atlanta and Miami Stop Airspace reservations to be avoided and no photographs taken over U. S. territory Stop Flight will be made within next week or ten days Stop Extend usual courtesies and facilities if landings made in Army Fields.

BURNETT

WAR DEPARTMENT MESSAGE CENTER: PLEASE SEND SAME RADIO TO:
Commanding General, Sixth Corps Area, U.S.Post Office Building, Chicago, Ill.
Commanding General, Fourth Corps Area, Ft McPherson, Ga.

Adjutant General.

COPY FOR: G-2

RECEIVED
JUL 31 1937
M. I. & M. A. SEC.
EXEC. DIV.
A. G. O.

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

COPY

DEPARTMENT OF STATE

WASHINGTON

AUG 31 1937
MIL. INTEL. DIV.
WAR DEPARTMENT

2 Encls
2079-59

In reply refer to
IC 839.2310/5

August 28, 1937

My dear Mr. Secretary:

I am enclosing for your consideration translations of two notes from the Minister of the Dominican Republic, requesting permission for the flight over United States territory of a Dominican aircraft piloted by Major Frank Felix Miranda of the Dominican Air Force. I should appreciate your advising me whether you perceive any objection to the granting of the desired permission.

This matter is also being taken up with the Navy Department.

Sincerely yours,

For the Secretary of State:

/s/ Hugh R. Wilson

Assistant Secretary.

Enclosures:
From Dominican Legation,
August 18 and 21, 1937.

The Honorable

Harry H.Woodring,

Secretary of War.

20 copies 8/30
AGRR

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

COPY

(TRANSLATION)

Legation of the Dominican Republic

Washington.

August 18, 1937

AUG 21 1937
MILITARY INTEL. DIV
2079-59
WAR DEPARTMENT

Mr. Secretary of State:

On the 12th of October, next, there will be begun at Ciudad Trujillo the Pan American flight on behalf of the Columbus Lighthouse. This symbolic flight over all the countries of America will be made by three Cuban and one Dominican airplanes, and will be under the patronage of the Pan American Columbian Society of Habana and the Governments of Cuba and the Dominican Republic.

According to the itinerary drawn up by the organizers of the flight, the airplanes will land at the following points in the United States:

Brownsville; San Antonio; Fort Worth; Atlanta; Richmond; New York; Washington; Jacksonville and Miami.

The characteristics of the Dominican airplane, which bears the name of "Columbus", are as follows:

"Curtiss-Wright", all of metal, Model 19 R, Motor 420 HP, controllable propeller, cruising speed 150 miles per hour, service altitude 22,900 feet; radius of action 1250 miles; Pilot Major Frank Felix Miranda, accompanied by a mechanic of the Aviation Corps.

In bringing the foregoing information to the knowledge of Your Excellency, I take pleasure in requesting, in the name of my Government, the necessary permits so that the Dominican plane, which will take part in this propaganda voyage on behalf of the Columbus Lighthouse, may be able to fly over and land in United States territory.

I avail myself (&tc).

Andres Pastoriza
Envoy Extraordinary and Minister Plenipotentiary.

His Excellency
Cordell Hull
Secretary of State
of the United States,
Washington, D.C.

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

COPY

(TRANSLATION)

AUG 31 1937
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

Enc 2
2079-29
1

LEGATION OF THE DOMINICAN REPUBLIC

WASHINGTON

August 21, 1937

Mr. Secretary of State:

With reference to my note dated the 18th of the current month of August, relative to the Pan American flight on behalf of the Columbus Lighthouse, I now take the liberty of expressing to Your Excellency the desire that the permission requested for the flight and landing of the Dominican plane include, in addition to the places indicated in the said note, the City of San Juan, Puerto Rico.

I avail myself (etc)

A. PASTORIZA

Envoy Extraordinary and Minister
Plenipotentiary.

His Excellency Cordell Hull,

Secretary of State of the United States,

Department of State,

Washington, D.C.

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

G-2
JBC

SEP 10 1937
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

2079-59
2

WAR DEPARTMENT

G-2/2079-59

August 31, 1937

Noted
J. B. Coulter

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Flight of Dominican Aireraft over U. S. Territory.

The Secretary of War directs that the Commanding Generals of the Corps Areas concerned be informed of the proposed flight of a Dominican aireraft piloted by Major Frank Felix Miranda, Dominican Air Force, over United States territory with landings as indicated in two notes from the Minister of the Dominican Republic transmitted by letter from the Department of State dated August 28, 1937 (IC 839.2310/5). The use of military landings fields is not contemplated.

Action taken Sept 8/37 by ind. to 2, 3, 4 & 8th Corps Areas, Chief of Air Corps & CG GHQ Air Force on copy of Sec. State letter w/incls & copy WD ltr to Sec State
CCW:HAR

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

SEP 3 1937
OUT OUT
DEP OF STATE

OCS/14191-7

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

G-2
JBC

SEP 18 1937
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

2079-59
3

WAR DEPARTMENT
Office of the Chief of Staff
WASHINGTON, D.C.

In reply refer to
G-2/2079-59

SEP 3 1937

Noted
J. B. Coulter

The Honorable

The Secretary of State.

Dear Mr. Secretary:

Receipt is acknowledged of your letter of August 28, 1937 (IC 839.2310/5), enclosing translations of two notes from the Minister of the Dominican Republic concerning a proposed flight over United States territory of a Dominican aircraft piloted by Major Frank Felix Miranda, Dominican Air Force.

In reply, the Secretary of War requests me to advise you that the War Department perceives no military objection to granting permission for this Dominican aircraft to fly over and land in United States territory as requested by the Minister of the Dominican Republic, provided:

a. Flights over air space reservations delimited in Executive Order 7138, August 12, 1935, are prohibited.

b. No photographs are taken over United States territory.

It is assumed that commercial landing fields will be utilized throughout the flight in United States territory.

Sincerely yours,

(Signed) MALIN CRAIG

Chief of Staff.

hbr

Dispatched from A.G.O. SEP 3 1937

SEP 3 1937

OUT

OUT

OFFICE OF CHIEF OF STAFF

14191-7

IN

SEP 1 1937

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

SEP 1937 WAR DEPARTMENT

September 16, 1937.

2079-59

Colonel Coulter:

Here is the itinerary of the Dominican plane "Colón" (to be accompanied by two Cuban planes):

Oct. 13 - San Juan, Puerto Rico
(Then to South America)
Dec. 2 - Tampico, Mexico
Dec. 2 - Brownsville
Dec. 2 - San Antonio
Dec. 3 - Fort Worth
Dec. 4 - St. Louis
Dec. 5-6 - Washington, D. C.
Dec. 7-8 - New York City
(Then to Canada)
Dec. 11 - Boston
Dec. 11 - Richmond, Virginia
Dec. 12 - Jacksonville
Dec. 13 - Miami

copy to ALO

The Cuban Government has not, so far as I know, requested permission for the flight of the Cuban planes but I assume that this will be done in due course.

SEP 16 1937 PM RECEIVED RECORD SECTION A.C. of S. G-2 WAR DEPT.

L. W. Pritchett
A.C. of S. G-2

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

G-2
JBC

SEP 28 1937 WAR DEPARTMENT. MIL. INTEL. DIV.

2079-59

G-2/2079-59
AG 580.81 (8-28-37)

September 20, 1937

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Flight of Dominican Aircraft over U. S. Territory.

With reference to memorandum of August 31, 1937, on the above subject, the following is the itinerary of the Dominican airplane in question:

Oct. 13	- San Juan, Puerto Rico (Then to South America)
Dec. 2	- Tampico, Mexico
Dec. 2	- Brownsville, Texas
Dec. 2	- San Antonio, Texas
Dec. 3	- Fort Worth, Texas
Dec. 4	- St. Louis, Missouri
Dec. 5-6	- Washington, D.C.
Dec. 7-8	- New York City (Then to Canada)
Dec. 11	-Boston, Mass.
Dec. 11	- Richmond, Virginia
Dec. 12	- Jacksonville, Florida
Dec. 13	- Miami, Florida.

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

hbr

SEP21 1937 MAILED EXECUTIVE OFFICE G-2 W. D.

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

COPY

DEPARTMENT OF STATE

WASHINGTON

SEP 23 1937
OFFICE OF THE SECRETARY OF STATE
MIL. INTEL. DIV.
WAR DEPARTMENT

1-1 2079-S-9
6

In reply refer to
IC 839.2310/14

September 22, 1937

The Secretary of State presents his compliments to the Honorable the Secretary of War and encloses a copy of a note of the Cuban Ambassador dated September 18, 1937, requesting permission for three Cuban airplanes piloted by Cuban military aviators to fly over Puerto Rico, landing at San Juan. It will be noted that the flight is for the purpose of stimulating interest in the erection of the Christopher Columbus Memorial Lighthouse.

The Secretary of State would appreciate being informed whether the War Department perceives any objection to the proposed flight.

A similar communication is being addressed to the Secretary of the Navy.

Enclosure:

From Cuban Embassy,
September 18, 1937

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

COPY

EMBAJADA DE CUBA
WASHINGTON, D.C.

SEP 28 1937
WAR DEPARTMENT
MIL. INTEL. DIV.

Ecu 1
2079-J-59
6

The Cuban Ambassador presents his compliments to His Excellency the Secretary of State, and has the honor to request that the necessary action be taken to grant permission for three Cuban airplanes, the descriptions of which are given below, to land in San Juan, Puerto Rico, where they will arrive on or about the 12th of October, 1937, on the Pan American Good Will Flight for the erection of the Christopher Columbus Light House Memorial.

The airplane "Santa Maria" - Stinson Reliant, Model SR-9D 1937; painted silver, with the initials "S.C.P." on the wings, and the Spanice Race flag - white with three purple crosses over a rising sun - painted on the rudder. This airplane will be piloted by First Lieutenant of the Aviation Corps of the Cuban Navy, Mr. Antonio Menendez Pelaez, accompanied by mechanic of said Corps, Manuel Naranjo. Also travelling in this plane, Mr. Ruy de Lugo-Vina, representative of the Columbus Pan American Society of Havana.

The aiplane "Nina" - Stinson Reliane, Model SR-9D 1937, painted grey with a yellow stripe on the upper side of wing and the number "51" on the bottom of the wing. This plane will be piloted by Lieutenant of the Aviation Corps of the Cuban Navy, Rene Basarrate, accompanied by mechanic of said Corps, Roberto Medina.

The airplane "Pinta" - Stinson Reliant, Model SR-9D 1937, painted silver, yellow wings, and the Cuban flag painted on the rudder, and the number "104" painted on the bottom of the wing. This plane will be piloted by First Lieutenant of the Aviation Corps of the Cuban Army Alfredo Jimenez, accompanied by mechanic Sergeant Pedro Castillo.

The Ambassador also has the honor to request permission for the same airplanes and personnel, to land in San Juan, Puerto Rico, on their return trip, on or about December 17, 1937.

The Ambassador wishes to express his thanks in advance for this courtesy.

P.M.F.

September 18, 1937.
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DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

G-2 Report

Restricted

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OFFICE OF CHIEF OF STAFF
MIL. INTEL. DIV.
OCT 11 1937
WAR DEPARTMENT
RECEIVED G/2 W.D. OCT 9 1937

6-1 2079-59

CUBA (Aviation-Military)

Subject: Missions of Military Aviation.

Columbus-Pan American Good Will Tour.

1. The Cuban Government intends to send three Stinson Standard Reliant planes (two Navy and one Army) recently purchased and flown to Havana by Cuban Army and Navy pilots, on a Pan-American good will tour, commemorating the voyage of Columbus. This tour, authorized by the Pan-American Peace Conference in 1936, will start at Punta Torrecella, Dominican Republic, on October 12, 1937 - where Columbus is believed to have initially landed - touching all Latin-American countries, the United States and Canada. It is estimated that this tour will cover approximately 22,000 miles and will consume approximately 200 flying hours.

2. The three Cuban planes will be accompanied by a Stinson recently purchased by the Dominican Republic. It is planned to have this flight enter the United States by way of Brownsville, Texas, whence they will fly to Washington, Montreal, Boston and back to the starting point.

3. The Government intends to liquidate the expenses of this trip, including the purchase of the three planes, by popular subscription, and the issuance of a commemorative stamp. However, Captain Povey (American flying instructor of the Cuban Army) informs me that as the Stinson Company is demanding immediate payment for the three planes, Colonel Migoya, Quartermaster General, Cuban Army, has deducted the cost of these three planes from the $100,000 appropriated to buy five new Curtiss-Wright Advanced Trainers, with the result that at the present time only three of the five Curtiss-Wright Advanced Trainers contracted for will be delivered.

4. Captain Povey has consistently advised against this tour, as he believes that little will be gained in the advancement of aviation and combat training, as the tour will follow, in general, the air routes of the Pan-American Airways. He prophesies further that there is a strong possibility of losing both planes and pilots, as the latter are little experienced in cross-country work, particularly of the type involved in crossing the Andes. It will be remembered, however, that Lieut. Antonio Menendez who will head this junket, successfully completed the Brazil-Madrid flight in 1936. Undoubtedly, the flight - should it prove successful - will immensely increase the prestige of the Cuban Air Forces, and to some extent should overcome Colonel Batista's frequently avowed aversion to this branch, since the eventful night of November 8, 1933, when he, his wife and three hours old son were almost blown into eternity by planes piloted by deposed Army officers. This last named feeling on the part of the "dictator" of Cuba has greatly influenced appropriations for the Air Corps, and has resulted in a condition which if not corrected will lead to the death of several pilots, due to using the present over-age material. Should this aversion be overcome, it may also result in the improvement and enlargement of present military air fields of Cuba, a consummation greatly to be desired in the event of eventual use of same by the U.S. Air Forces.

5. It is interesting to note that these three Stinson planes have absolutely no military value and their purchase from the Stinson Company was allegedly to repay that Company in part for initially financing the 1936 Transatlantic Flight, and the resulting Columbus-Pan American Good Will Flight propaganda was built up to fit the situation and sell the idea to Colonel Batista.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source: Personal Contacts
EWT:vm

From M.A., Havana Report No. 5469 Date: October 1,1937

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

No Objection to Publication in Service Journals

NOV 26 1937
MIL. INTEL. DIV.

6-1 2079-59

8

WAR DEPARTMENT

9000-c 7

G-2 Report

CUBA (Aviation-Military)

Subject: Military Aviation-General.
(c) Missions of Military Aviation.

2079-59/7

RECEIVED G/2 W.D. NOV 24 1937

Columbia-Pan American
Goodwill Tour.

1. Reference to report No.5469, index as above, dated October 1, 1937, report that the often delayed "Good Will Tour" took off from Camp Columbia field at 12:00 Noon, November 10, 1937, and completed the first step to Santo Domingo without incident.

2. The three ships had an average overload of some 300 pounds, which included an additional passenger, baggage, and some 140 gallons of gasoline over the 60 gallons that these ships usually carry. Due to this overload, all three ships had some difficulty in getting into the air.

3. The Cuban Army, Navy, and Government officials made quite an occasion of the departure of these three planes and due to the ensuing speeches from all concerned, the planes were delayed three hours in their departure. The three pilots of the planes are Lieutenant Antonio Menendez Palaez, and Lieut. Reisech of the Cuban Navy, and Lieut. Alfredo Jimenez of the Cuban Army.

4. The planes left Santo Domingo on November 13th, accompanied by the "Christopher Colon", a Stinson, piloted by a member of the Dominican Air Force, and according to present plans, they will follow this itinerary:

1. San Juan.
2. Fort de France
3. La Guaira Caracas
4. Port of Spain
5. Paramaribo
6. Belen de Para
7. San-Luis
8. Fortaleza
9. Pernambuco
10. Bahia
11. Rio de Janeiro
12. Sao Paulo
13. Asuncion
14. Montevideo
15. Buenos Aires
16. Rosario
17. Villa Mercedes
18. Mendoza
19. Valparaiso, Santiago
20. Antofagasta
21. Arica
22. La Paz
23. Lima
24. Talara
25. Guayaquil
26. Quito
27. Bogota
28. Medellin
29. Panama
30. San Jose
31. Managua
32. Tegucigalpa
33. San Salvador
34. Guatemala
35. Vera Cruz
36. Ciudad Mexico
37. Tampico
38. Brownsville
39. San Antonio
40. Fort Worth, Dallas
41. San Luis (St. Louis)
42. Washington
43. New York
44. Montreal
45. Boston
46. Richmond
47. Jacksonville
48. Miami
49. Habana

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

Itinerary continued -

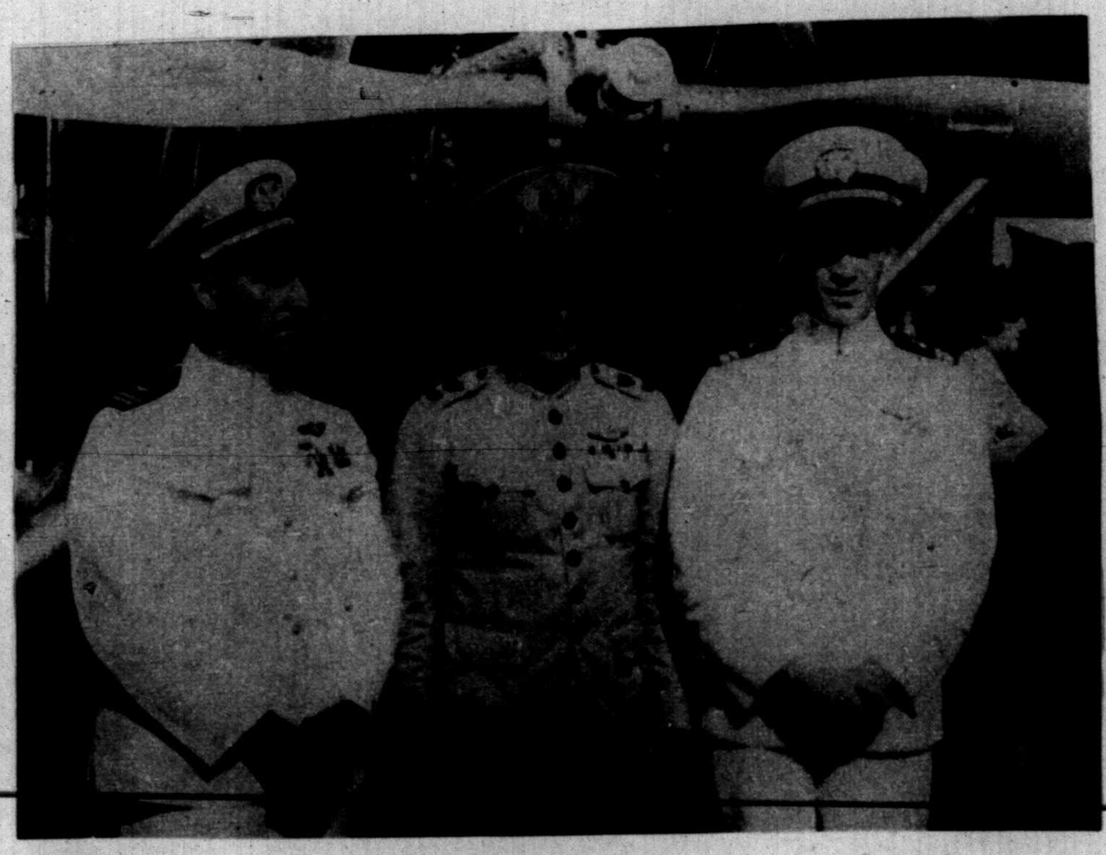
50. Santiago de Cuba
51. Kingston
52. Port-au-Prince
53. Punta Torrecilla, Dominican Republic, and return to Havana by same route. (See map appended hereto).

5. No schedule of this flight was promulgated due to the many variables certain to be encountered, but it is not believed that the planes will reach Brownsville, Texas (their point of entering the United States) before January 1, 1938, if then.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source: Personal Contacts,
Observation and Press.
Incl. Map showing route.

EWT: vm



Lieut. Menendez (Commanding flight) | Lieut. Jimenez | Lieut. Reisech.

From M.A., Havana Report No. 5488 Date: November 16,1937.

No Objection to Publication in Service Journals.

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

No Objection to Publication
in Service Journals
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G-2 report

BRAZIL - Political
Subject: Foreign Relations
Visit of Goodwill Columbus Flight

RECEIVED G/2 W. D. DEC 21 1937

1. The Columbus Squadron, composed of four planes, the "Santa Maria," "Pinta," "Nina," and "Colon," named after the three ships of Christopher Columbus and the fourth after the discoverer himself, arrived in Rio de Janeiro November 25, 1937 from Victoria, after a journey down the South American east coast from Cuba. The purpose of the expedition is to stimulate interest in the construction of a large Columbus lighthouse in honor of the discoverer on the shores of the Dominican Republic. This is a million-dollar project which, it is hoped, will receive the financial support of all the Americas.

2. The squadron is composed of four units as follows:

Plane:	Name:	Pilot:
Pan-American Columbian Society (Stinson)	"Santa Maria"	1st Lt. Antonio Menendez Pelaez, Cuban Navy
Dominican Army (Curtiss-Wright)	"Colon"	Maj. Frank Felix Miranda, Dominican Army
Cuban Army (Stinson)	"Pinta"	1st Lt. Alfredo Jimenez, Cuban Army
Cuban Navy (Stinson)	"Nina"	1st Lt. Reich y Amat, Cuban Navy

3. At a reception given in their honor, the visiting aviators pointed with pride to their American airplanes, said they used and preferred American equipment, and said that such equipment has functioned perfectly throughout the trip.

4. The goodwill squadron continued on to São Paulo and Curityba on November 30th to complete the South American circuit.

5. Comment

While this expedition has aroused only the normal amount of enthusiasm in this country, the value of the visit is considerable. Undoubtedly it has increased the good feeling of friendship between the countries concerned and has enabled the Brazilian Army to inspect successful American-built airplane equipment. At this particular period Brazil has become particularly air-minded and is receptive to any attentions or courtesies offered by visiting aviators.

Source: Contacts; press

Lawrence C. Mitchell
Lawrence C. Mitchell, Major, G.S.
Military Attache, Brazil

From: M/A Brazil Report No. 2,016 December 1, 1937

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

No Objection to Publication in Service Journals.

DEC 23 1937
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G-2 Report

CUBA (Aviation-Military)

Subject: Missions of Military Aviation.

2079-59/7

Accident in Columbia-Pan American Goodwill Tour.

RECEIVED G/2 W.D. DEC 23 1937

2079-59/8

1. Reference reports numbered 5469 and 5488, index as above, dated October 1st and November 16, 1937, respectively, regarding the above subject, the "Nina" piloted by Lieutenant Reisech of the Cuban Navy, was reported missing on December 15, 1937, while making the hop from Arica, Chile to Lima, Peru. Lieut. Antonio Menendez y Palaez, Cuban Navy, in command ofthe flight, is reported to have stated that the flight, which left Arica at 6:25 A.M. on December 15th, lost sight of each other in the fog about 10:30 A.M., while they were approaching Pisca, Chile. The "Colon" (from Santo Domingo) and the "Pinta" of the Cuban Army landed at Pisca, while Menendez, piloting the "Santa Maria", landed at Lima.

2. Weather conditions which had grounded the seasoned pilots of commercial planes were apparently disregarded by Menendez's flight, and has prevented any search for Lieutenant Reisech.

3. This accident is considered especially unfortunate, as the flight had been very successful and the most hazardous portion of the trip had been completed.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source: Press

EWT:vm

From M.A., Havana Report No.5507 Date: December 16, 1937

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

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G-2 Report

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CUBA (Military Aviation)

Subject: Missions of Military Aviation.

Destruction of Cuban Planes
on Columbia-Pan American Good
Will Tour.

2079-59/7 / 2079-59/8 / 2079-59/10

RECEIVED G/2 W. D. JAN 5 1938

1. Reference reports No. 5469, 5488 and 5507, index as above, dated October 1, November 16 and December 16, 1937, respectively, all three of Cuba's "good will" Stinson planes crashed on December 29th near Cali, Columbia. The planes were completely demolished by flames and all seven of the Cuban personnel of the flight were killed.

2. As a correction of report No. 5507, index as above, dated December 16, 1937, information was confirmed on December 21,1937, that the "NINA" piloted by Lieut. Risech of the Cuban Navy was found on December 17th near Lima, and that after a three day delay due to repairs was able to rejoin the good will flight.

3. The only immediate official explanation of the tragedy of December 29th was that the Cuban flyers encountered a terrific storm while flying over the Cali River. The only plane of the four ship squadron to survive the storm was that of the Dominican Republic, the pilot of which, Major Felix Miranda, was flying higher and was thus able to avoid the storm and land in Panama.

4. It is the belief of the Military Attache, however, supported by confidential information from Colonel Batista, that the three Cuban planes were sabotaged by Cuban pilots of the old regime now acting as instructors in the Columbian Army. I am informed by the above source that the three Cuban planes exploded in the air almost simultaneously twenty minutes after leaving Cali, Columbia. If the above facts are true, it is a bitter coincidence that the Amnesty Law of December 24th, 1937 (report No. 5514, index 3600, dated December 29,1937) specifically absolved all charges against the old Cuban Army officer pilots now in Columbia.

2271-9-37/4

5. The reaction of Colonel Batista and Comandante Jorge, who commands the Cuban Air Corps, as expressed in the course of a personal visit of condolence made by the undersigned this date, was most healthy. Both of these officers stated that the valorous death of these Cuban aviators will lead to the purchase of new planes and the training of more pilots. The reaction upon Colonel Angel Gonzalez, Chief of the Cuban Navy, was most depressing. He has completely gone to pieces. On the whole, it is the belief of the Military Attache that the reaction upon military aviation in Cuba will lead to the rebirth of this important arm.

6. As a result of this accident, the Cuban Army now has thirteen (13) planes and nineteen (19) officer pilots. The Cuban Navy has three planes and four officer pilots.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source: Press and Personal
Contacts.

EWT:vm

From M.A., Havana Report No. 5515 Date: December 30,1937.

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 (Military Aviation)

Subject: Missions of Military Aviation.

Destruction of Cuban Planes on Columbia-Pan American Good Will Tour.

RECEIVED G/2 W. D. JAN 11 1938

2079-59/11

1. Reference report No. 5515, index as above, dated December 30,1937, Colonel Batista after an all night conference December 29 - 30, 1937, dispatched at 7:30 A.M. December 30th, by Pan-American Airways' plane, a group of investigators to report on the circumstances attending the death of the fliers and the destruction of the three Cuban planes of the good will flight. This group of special investigators arrived at Cali, Colombia twenty four hours later, and stated that their mission was guided by sentiment and that they proposed merely to accompany the remains of the Cuban fliers to Cuba. However, on January 3rd. the committee cabled Camp Columbia for additional investigators, who left Cuba for Cali, Colombia by Pan-American Airways at 7:30 A.M. January 4th. The group leaving Dec. 30th consisted of Captain Tomas Alvarez, executive officer of the Cuban Army Air Force; Lieut. Rene Basarrate, executive officer of the Cuban Navy (see report No. 5470, index 10900-b, dated October 1,1937); Dr. Israel Castellanos, Chief of the Cuban Criminal Identification Bureau; Dr. Mario Palacios, Department of Interior, and an expert on international law; Cesar Faget, executive officer of the Cuban Secret Police; Delfin Burias, aviation mechanic and Leandro Garcia, member of the Secreto Inteligencia Militar.

2079-52/2

2. I am reliably informed that at the time of leaving Camp Columbia Colonel Batista gave this committee $10,000 in cash and instructions to get at the bottom of this entire matter - cost what it may. Additional members, Francisco Yaquez, S.I.M., and Laureano Rodriguez, expert photographer of the S.I.M., left by plane for Cali, Colombia, January 4, 1938. It is reported that the Stinson Aircraft Corporation, manufacturers of the three planes destroyed, have ordered an investigation of the tragedy.

3. Feeling at Camp Columbia and in Cuban governmental circles immediately after the accident ran high regarding the question of sabotage, although every effort was made to hide same, and also due to the fact that the Colombian Government is alleged to have evaded several pertinent details in its initial communication with the Cuban Government. However, this feeling has abated greatly, and the sending of an investigating committee is believed by the Military Attache to be a very wise move, as it will undoubtedly settle the question once and for all regarding sabotage.

4. It is understood that the three Cuban planes were found within 300 meters of each other - twelve miles from Cali, Colombia, completely destroyed by fire which reportedly broke out while the planes were in flight.

5. The Cuban Government has definitely decided to discontinue this flight and the initial idea of sending three additional Army planes to "carry on" has been disapproved by Colonel Batista and the Cuban Cabinet. There are rumors that Mexico will take up where the Cuban fliers left off, an idea which, I understand, does not meet with the general approval of the Cuban nation.

6. The Cuban gunboat "PATRIA" sailed from Cienfuegos, Cuba on January 1st., with the Chief of Sanitation and a group of doctors on board, and will arrive at Barranquilla, Colombia on January 9th, for the purpose of conveying the remains of the Cuban fliers to Cuba.

From M.A., Havana Report No. 5520 Date: January 6,1938.

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

7. It is the intention of the Cuban Government to posthumously promote Lieut. Menendez Pelaez and Lieut. Risech, Cuban Navy, and Lieut. Alfredo Jimenez, Cuban Army, to the rank of Captain, and Sergeant Mechanic Pedro Castillo and Manuel Naranjo of the Cuban Navy, and Roberto Medina, Cuban Army, to the rank of 1st.Lieutenant. Sr. Lugo Vina, the reporter who accompanied the flight, will be given the honorary rank of 1st.Lieutenant in the Cuban Army. The amount of $35,000 will be distributed at once among the families of the deceased aviators, and pensions according to their new grades will be awarded them, as well as the Cross of Honor - Cuba's highest military decoration.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Source: Personal Contacts
and Press.

Incls. clippings from newspaper.

EWT:vm

From M.A., Havana Report No. 5520 Date: January 6,1937

No Objection to Publication in Service Journals

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

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JAN 26 1938
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G-2 Report.

LATIN AMERICA - AVIATION - MILITARY.

Subject: AIR OPERATIONS - Accidents.

The tragedy of the pro-Columbus Lighthouse Flight.

RECEIVED G/2 W.D. JAN 24 1938

SUMMARY: Report on crash of three Cuban planes, piloted by Cuban Army and Navy personnel in the vicinity of Cali, Colombia on December 30, 1937 and motives behind the flight.

EVALUATION: This crash proves once more that Colombia, with its narrow longitudinal valleys amidst precipitious mountain ranges is one of the most dangerous regions for flying in America.

There is enclosed a sketch, taken from "El Tiempo" of Bogotá of December 30th, showing exact location of the crash of three of the four planes of the pro-Columbus Lighthouse good-will flight on December 29, 1937 in which seven Cubans - three air officers, three mechanics and a newspapermen lost their lives.

From information gathered from various sources it appears beyond any reasonable doubt that this fatal crash was due entirely to a lack of judgement on the part of the Cuban officer in charge of the flight, as well as an utter disregard of the advice given by Colombian pilots stationed at the Cali air base regarding the safe but circuituous route between Cali and Panama. This opinion is concurred in by the U. S. Naval Attaché to Colombia and was also advanced by Colonel Herbert Boy, veteran German pilot of the Colombian S.C.A.D.T.A. Instead of following the more circuituous route they had been advised to take, following from Cali the Cauca River valley to Cartago, thence to Medellin and from there via the Gulf of Uraba and the Atlantic Coast of Panama to Panama City, the Cuban pilots instead chose what to them must have appeared the much more direct route from Cali straight across the mountains to Buenaventura and thence following the coast to Panama.

The three Cuban planes, heavily loaded with gasoline, commenced to follow this route. They apparently were flying in close formation on an airline route from Cali to Buenaventura, at a low altitude. In the vicinity of El Carmen, but 12 kilometers from Cali, they got caught in a blind canyon of the Cali or Santa Rosa River. Thus trapped, it was too late for the heavily loaded planes to gain altitude and as a result all three crashed and burned up within an area of some four hundred yards.

The fourth plane, piloted by the lone Dominican flyer, Major Frank A. Félix Miranda, heading advice given by Colombian pilots followed the Cartago-Medellin route and arrived safely in Panama.

Several phases in connection with this flight may possibly be of interest to G-2.

From: M. A. Panama Report No. 4,157 Date: Jan. 17, 1938

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

During the course of this flight there were a number of rumors to the effect that sabotage might be attempted upon the planes by elements inimical to the governments of Cuba and/or the Dominican Republic. In view of the great care with which the planes were guarded at the Cali air base, the possibility of the crash being the result of sabotage may be entirely disregarded.

Major Miranda and his mechanic, sole survivors of the flight, were supposed to dismantle their plane and proceed with it, on board the Cuban gunboat Patria, carrying the remains of the Cuban flyers, to Havana. On January 8th, however, Major Miranda received cable instructions from his government not to proceed on the Patria. He was informed that the Santo Domingo Government had learned of a plot to throw him overboard off the Patria after it had left Cristobal so that he would have become "lost without a trace". This report is substantiated by the fact that Major Miranda did not leave by the Patria but left last week on a steamer of the Colombian Line for Kingston, Jamaica, after it had been publicly announced that he would proceed home via Habana on the Patria.

The avowed object of this fateful flight was the rousing of public enthusiasm throughout the Americas for the erection of a mammoth lighthouse in the Dominican Republic to the memory of Columbus. As far as it goes, this object is true, but back of it lurk the activities of a group of unscrupulous international promoters of questionable reputation with headquarters in Havana, Cuba, who, for a number of years have been boosting this project for all its worth for the sole purpose of "unloading" large issues of commemorative postage stamps on the various governments of Latin America. The plan of this group calls for very limited sales of the stamps to the public in the respective countries - this in order to give their stamps postal standing - the balance either remaining in their possession or being returned to them by the governments concerned "for sale to stamp collectors". The scheme, so far, has only succeeded in Ecuador. In Panama, a little over two years ago, it was thwarted at the very last minute through the vigilance of local philatelists.

The organization in question, the "SOCIEDAD COLOMBISTA PAN AMERICANA" is understood to have certain European connections and is alleged to be headed by a Spanish count.

Thus, the loss of seven lives in the multiple crash in Colombia may be indirectly traced to the activities of this questionable organization which is stated to have been the guiding spirit behind the flight.

Source: As stated, press & personal knowledge.

FOR AND IN THE ABSENCE OF THE M. A.

~~Alex A. Cohen,~~
In charge of office.

1 encl.

From: M. A. Panama Report No. 4,157 Date: Jan. 17, 1938.

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

No Objection to Publication in Service

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G-2 Report

CUBA (Aviation-Military)

Subject: Missions of Military Aviation.

Death of Cuban Pilots and Destruction of Planes on Good Will Flight.

2079-59/12

RECEIVED G/2 W. D. JAN 26 1938

1. Reference report No. 5520, index as above, dated January 6, 1938, the committee of special investigation sent by the Cuban Government to Colombia to investigate the accident leading to the death of the seven aviators and the destruction of three Cuban planes, returned to Cuba on January 14th, and although no official record of their activities has as yet been published, I am informed by Captain Leonard Povey and Lieutenant Cesar Faget, Executive Officer, S.I.M.., that the facts brought out in the course of investigation definitely eliminated the possibility of sabotage. The gist of the report of this investigating committee, as given to me by the two above mentioned officers, is as follows:

That the three Cuban planes took off from Cali, Colombia on the morning of December 29, 1937, intending to fly to Buenaventura, Colombia, and follow the shoreline from there to Panama City. The heavily overloaded Cuban planes had great difficulty in taking off in the thin air from the Cali aviation field, which is at an altitude of 957 meters, and they utilized more than 1000 meters to clear the ground. They flew due west about 500 feet above the Cali River (see map attached hereto); were caught in a down draft and lacking the necessary horsepower, air cushion beneath them, or space to maneuver, crashed almost simultaneously. The Dominican plane, whose commander, Major Felix Miranda, had 100 more horsepower than that of the Cuban planes, took off independently and attained an altitude of some 14,000 feet before he left the vicinity of the Cali aviation field.

2. It is the belief of Captain Povey that the accident to the three Cuban planes was due to inadequate experience, inadequate flying equipment and overconfidence of the Cuban pilots. It will be recalled that with the exception of Lieut. Antonio Menendez, the Cuban pilots had no cross-country experience in Mountainous terrain. The three Cuban planes were said to average an overload of some 600 pounds when they took off from Cali, and it is assumed that the 285 h.p. motors were unable to pull them out in the rarified atmosphere once they got into difficulties. It is interesting to note that the U.S. Department of Commerce refused these three planes air certificates, due to the various modifications which the Cuban Army insisted upon, including the installation of tanks for an additional 100 gallons of gas. A salvaged suitcase from one of the planes weighed over 150 pounds and contained a great many silver and lead souvenirs picked up by the pilots.

3. Major Felix Miranda of the Dominican Army informed me on January 18th that although the four planes of the flight were flying at their absolute ceiling when they crossed the Andes between Argentina and Chile that on one occasion, due to the rarified atmosphere, all four planes lost over 3000 feet in altitude, and only an Act of God got them across.

4. The remains of the seven Cuban aviators arrived in Havana on January 17th and were interred on January 18th at Colon Cemetery in this City, with full military honors.

E. W. Timberlake,
Major, GS., CAC.,
Military Attache.

Incl.map and picture

Source: Personal Contacts and Observation.

EWT:vm

From M.A., Havana No. 5527 Date: January 20,1938

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

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G-2 Report

CUBA (Combat-Army)

Subject: Maneuvers, Field Exercises, Reviews, and Inspections.

RECEIVED G/2 W.D. FEB 1 1938

Military Review In Connection With Funeral of Cuban Aviators.

1. A mixed brigade of some 5000 men under the command of Colonel (Aux) Lopez Migoya, Quartermaster General (Colonel Pedraza, who ranks ahead of Colonel Migoya in the military hierarchy of Cuba, being absent account of illness), passed in review before the seven caskets containing the remains of the Cuban aviators killed recently at Cali, Colombia, which were displayed in state on the steps of the Capitol, and then marched some four miles behind the seven caissons to Colon Cemetery, January 18, 1938.

2. The mixed brigade consisted of the 6th Regiment of Infantry, a squadron of Cavalry, a battalion of Field Artillery, a squadron of Light Bombardment planes, and detachments from seven Rural Guard regiments, a regiment of National Police and three battalions of Marine Infantry. Six officers and eighty-five sailors from the British cruiser "YORK" then in Havana Harbor, participated in this funeral. The British officers and men, as usual, displayed perfect march discipline and were of excellent appearance. They were given the place of honor in the procession.

3. Approximately 300,000 people witnessed the ceremonies and lined the route of march to the cemetery. This crowd was well handled, and outside of an ostentatious display of grief, their demeanor was marked only by the universal acclaim accorded every appearance of Colonel Batista, who took an active part in the ceremonies, and together with the President lead the funeral procession.

4. In addition to the regular diplomatic staffs of the various nations, the Colombian Republic sent a Minister Plenipotentiary and Envoy Extraordinary with Military Attaches, Major Ernesto Buenaventura and Captain Jose Ignacio Forero. The Santo Dominican Government sent a special diplomatic mission attended by Military Attaches Lt.Col. Antonio Leiva Pou, Major Fausto A. Camano, Captain Jose Garcia Trujillo, Captain Rafael G. Ramirez, Captain Mario Lovaton Pitaluga and Lieut. Julio Simon Zeller, to attend the ceremonies. The Colombian and Dominican officers made an excellent military apprarance, were most affable, and stated that they were convinced that the matter of sabotage did not enter into the demise of the Cuban flyers. They all, however, avoided divulging any military information of value. The Dominicans were to a man non-communicative on the subject of the recent Dominican-Haitian disturbances. These officers were particularly impressive, being all white, over six feet tall, and in their replicas of our Marine uniform, inadvertently created the impression among the Cuban people that they were U.S. Marine officers.

5. The organization and management of ceremonies at the Capitol, as well as the normal funeral arrangements, were in the hands of the Cuban General Staff, and were executed with great decorum, precision and efficiency. The appearance of troops in ranks, condition of equipment, and march discipline was considered excellent. As usual, the National Police troops stood out head and shoulders above units of the Army and Navy in general appearance. There has, however, been a steady improvement in appearance throughout the armed forces during the past year. It is the opinion of various members of the foreign diplomatic corps, concurred in by the Military Attache, that the conduct of this entire ceremony reflected great credit upon the present military regime of Cuba.

E. W. Timberlake,
Major, GS.,CAC.,
Military Attache.

Source: Personal Observation
EWT:vm

From M.A., Havana Report No.5529 Date: January 26, 1938.

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



Junto a los féretros, rindiendo guardia de honor a los héroes del Vuelo Pro Faro de Colón, están el Jefe del Ejército Coronel Fulgencio Batista, el Jefe de la Marina de Guerra Coronel Angel A. González, el Coronel Julio Velasco, el coronel Antonio Brito y los tenientes coroneles López Migoya y Aurelio García Leal.

Es la segunda guardia de honor.

La primera fué rendida por el Jefe del Estado Coronel Laredo Bru, los Presidentes del Senado y la Cámara, el Presidente del Tribunal Supremo y los Secretarios de Estado y de Defensa.

(En nuestra sección de rotograbado reproducimos la guardia en que aparece el Presidente de la República).



LLEGAN NUEVOS Delegados dominicanos para asistir al sepelio de los heróicos aviadores muertos en Cali.—Por la vía aérea llegó a Rancho Boyeros, la segunda Delegación Oficial que envía el Gobierno de Santo Domingo para asistir al sepelio de los heróicos aviadores caídos en Cali. En la foto aparecen el teniente coronel Leiva Poy, el comandante Camaño, el capitán García Trujillo, sobrino del general Trujillo, y el ilustre orador Dr. Domingo Balaguer, Subsecretario de Relaciones Exteriores (F D)

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By AMF NARS, Date 05/04/89

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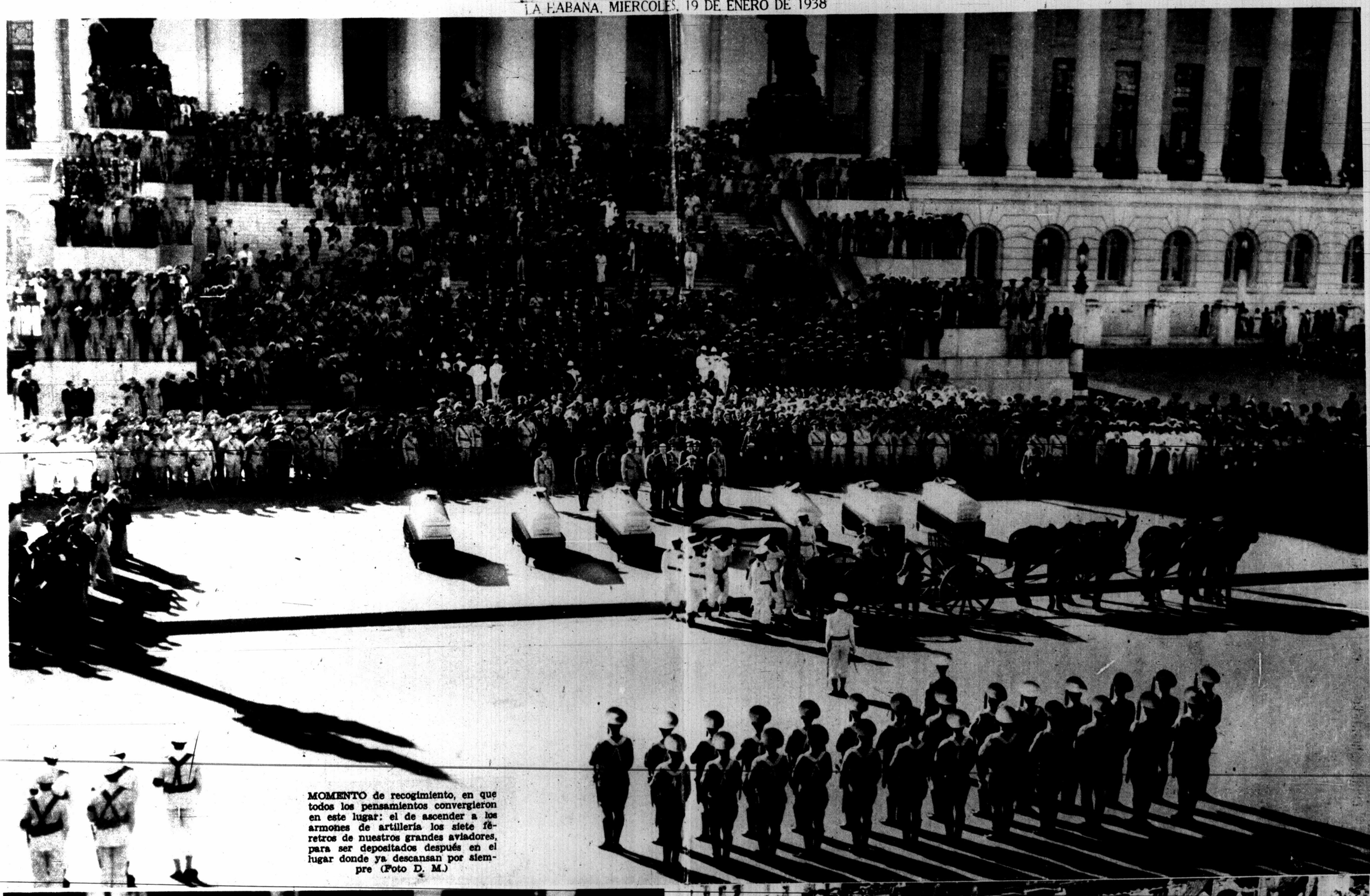
SUPLEMENTO DIARIO EN ROTOGRABADO

DIARIO DE LA MARINA

ACTUALIDAD NACIONAL E INTERNACIONAL

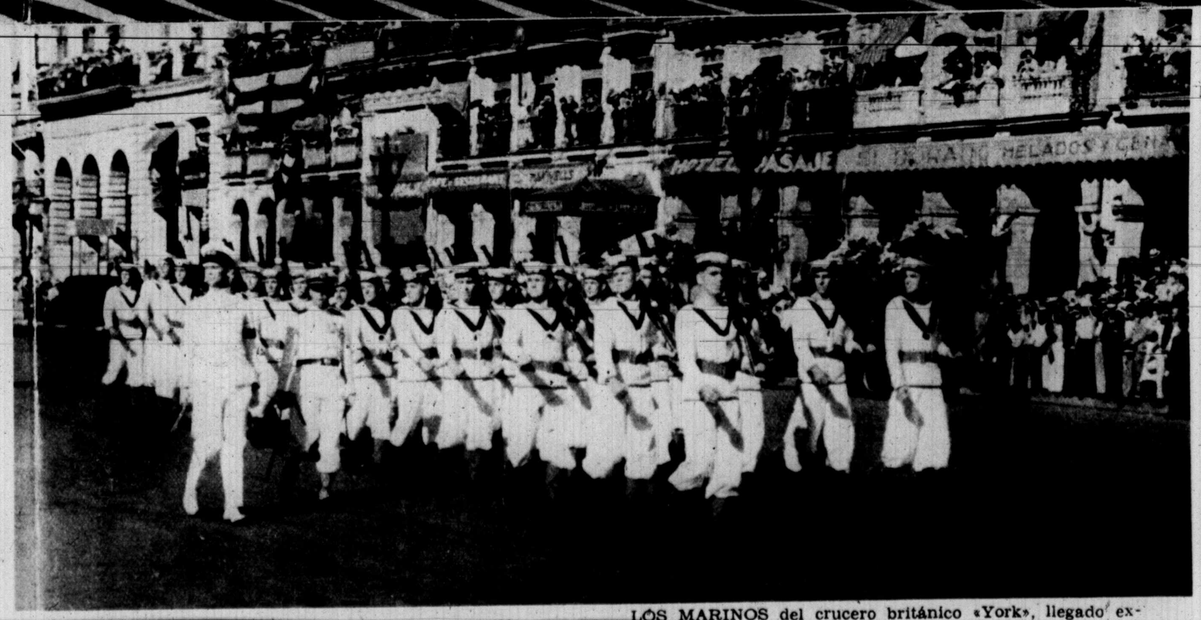
LA HABANA, MIERCOLES, 19 DE ENERO DE 1938



MOMENTO de recogimiento, en que todos los pensamientos convergieron en este lugar: el de ascender a los armones de artillería los siete féretros de nuestros grandes aviadores, para ser depositados después en el lugar donde ya descansan por siempre (Foto D. M.)



LA CRUZ DE HONOR, galardón con que Cuba premió a sus grandes aviadores, fué prendida por el Honorable Sr. Presidente de la República a los féretros, antes de partir la comitiva que les acompañó a su última morada (F. D.)



LOS MARINOS del crucero británico «York», llegado expresamente para rendir los honores a nuestros pilotos, sus mecánicos y al cronista del vuelo, desfilando ante los féretros que contenían sus restos, frente a la escalinata del Capitolio (Foto D. M.)



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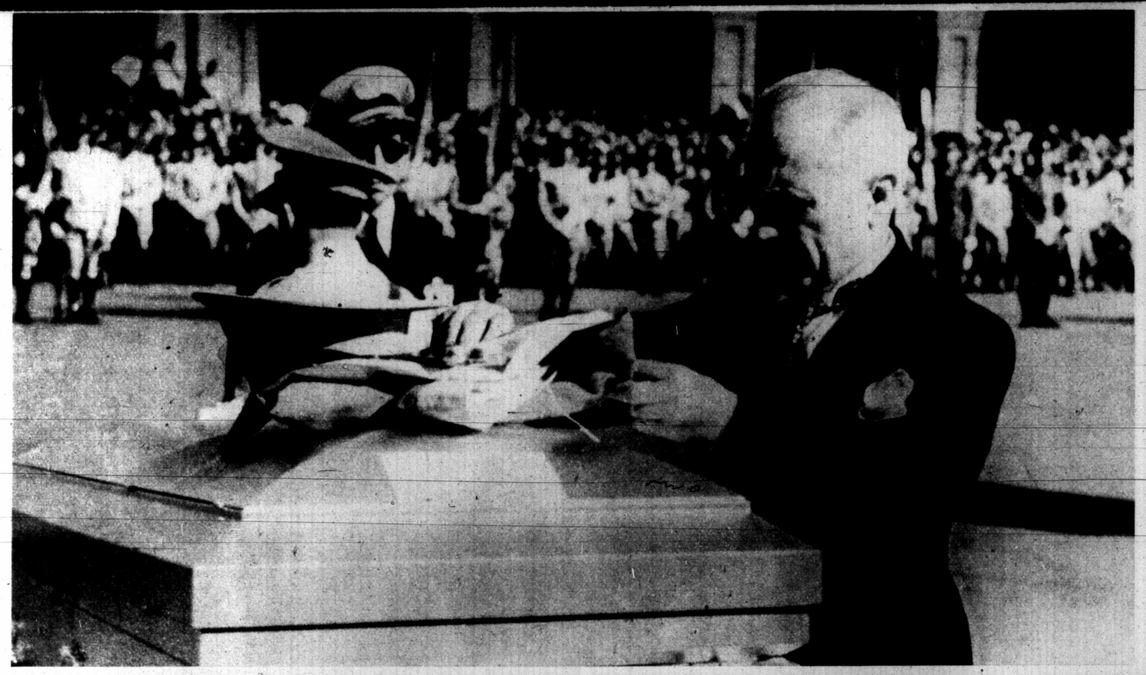
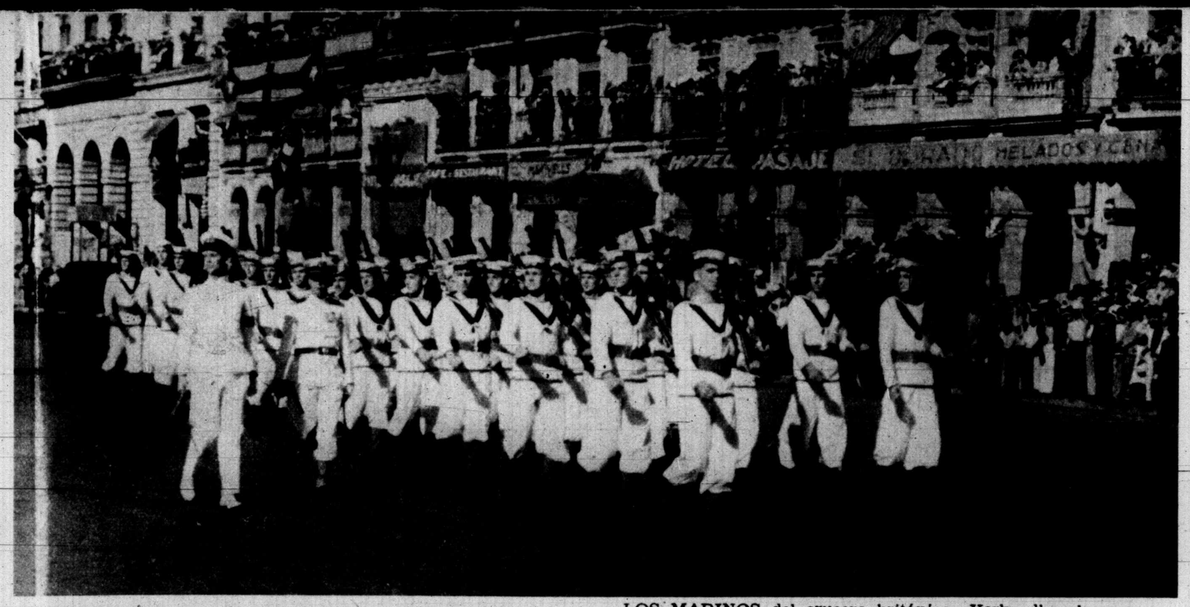
By AMF NARS, Date 05/04/89





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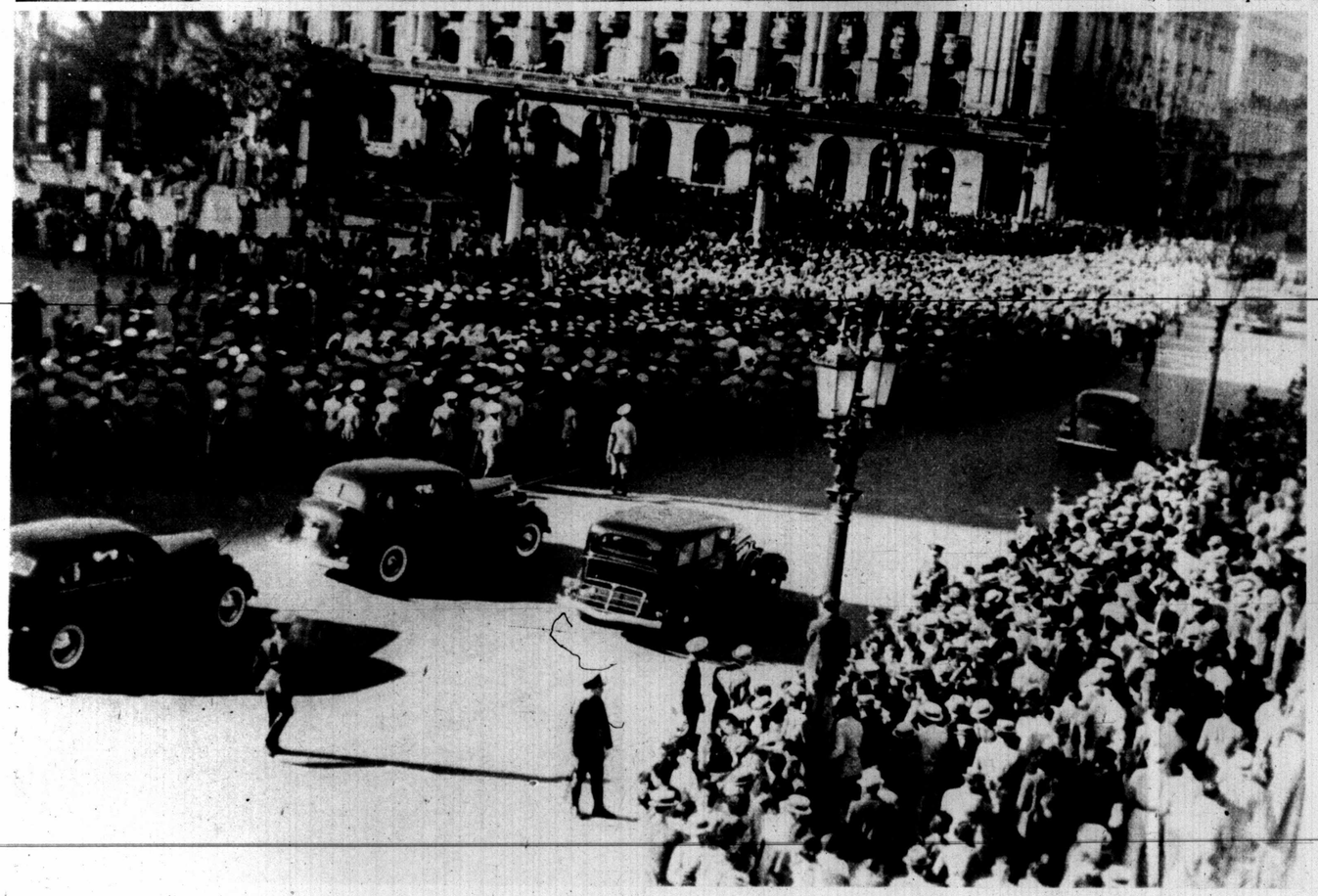



APIÑADAS, confundidas casi con el pueblo cubano que se desbordó silenciosamente para seguir a los féretros de nuestros aviadores, aquí se ven parte de las tropas que les rindieron los últimos honores (F. D. M.)

EL HON. SR. PRESIDENTE de la República, los jefes del Ejército y de la Marina, los secretarios, los enviados extraordinarios de Santo Domingo, y todos los altos jefes militares y navales, al descender las gradas del Capitolio para encabezar la comitiva fúnebre que acompañó a su última morada los restos de nuestros aviadores (F. D. M.)

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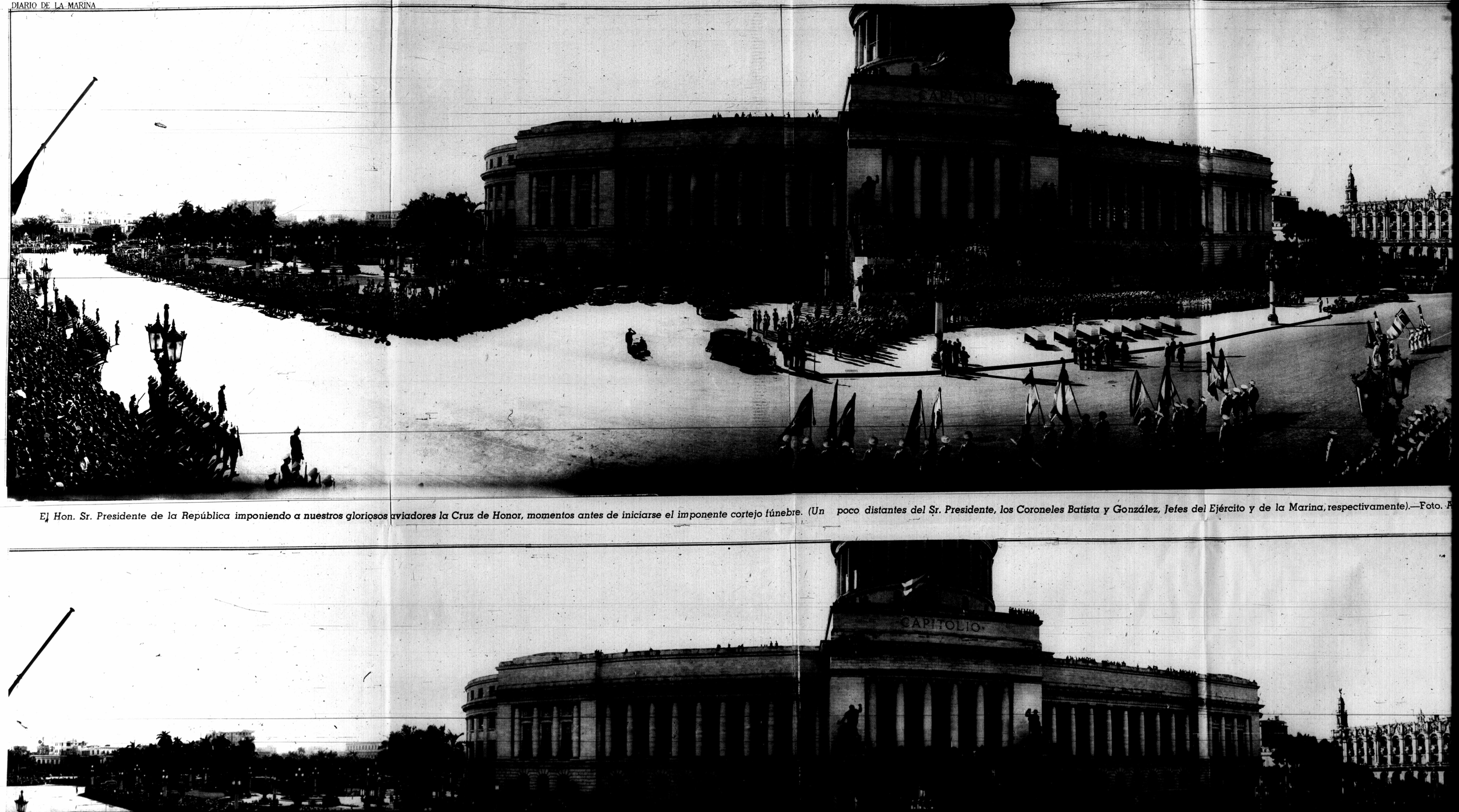
NND 740058
By AMF NARS, Date 05/04/89



El Hon. Sr. Presidente de la República imponiendo a nuestros gloriosos aviadores la Cruz de Honor, momentos antes de iniciarse el imponente cortejo fúnebre. (Un poco distantes del Sr. Presidente, los Coroneles Batista y González, Jefes del Ejército y de la Marina, respectivamente).—Foto. A

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El instante de depositar en los armones de Artillería los siete féretros de nuestros malogrados aviadores. Inmediatamente después se inició el imponente cortejo fúnebre que los condujo—asistidos por el fervor popular de toda Cuba—a su última morada.—Foto: Arturo Martí

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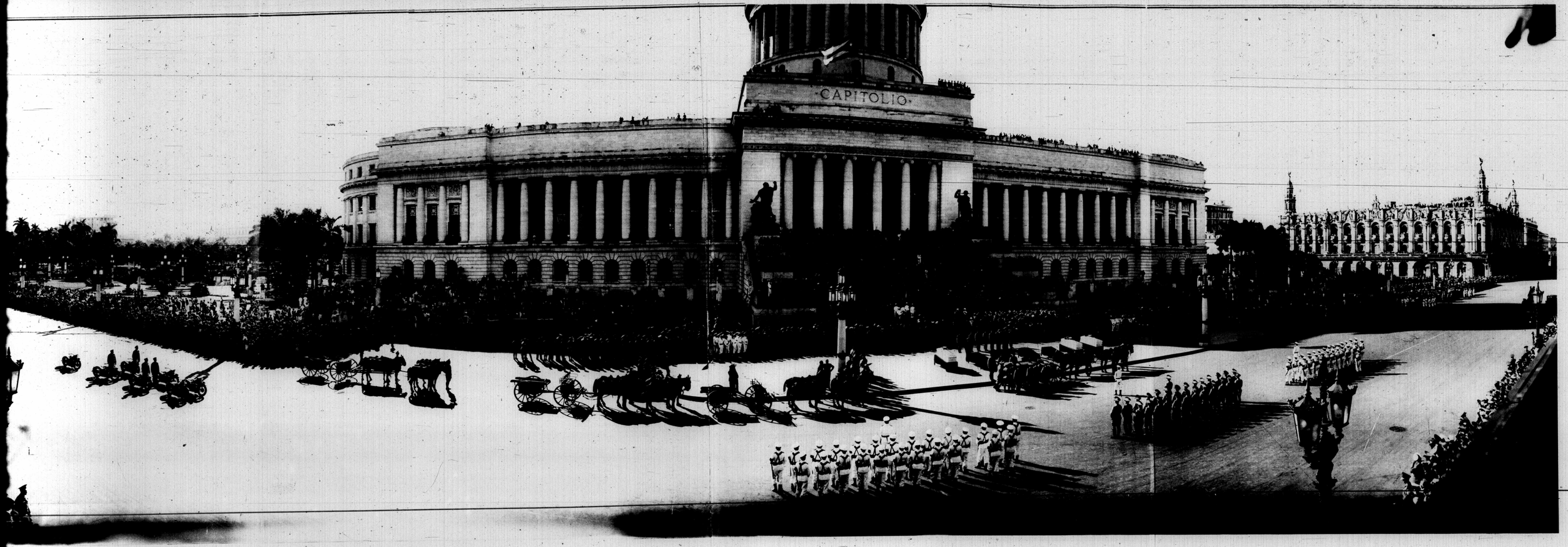

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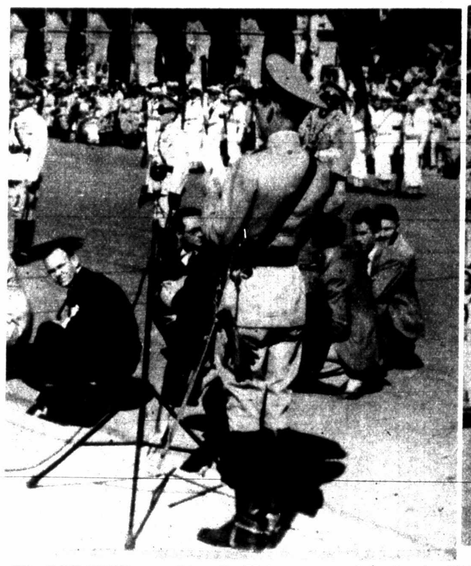
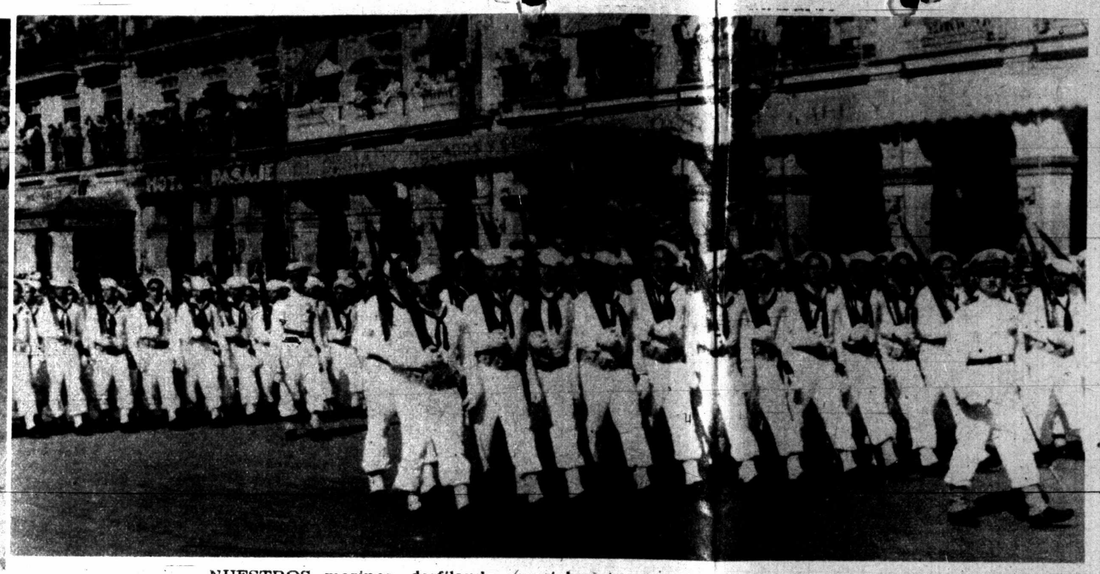


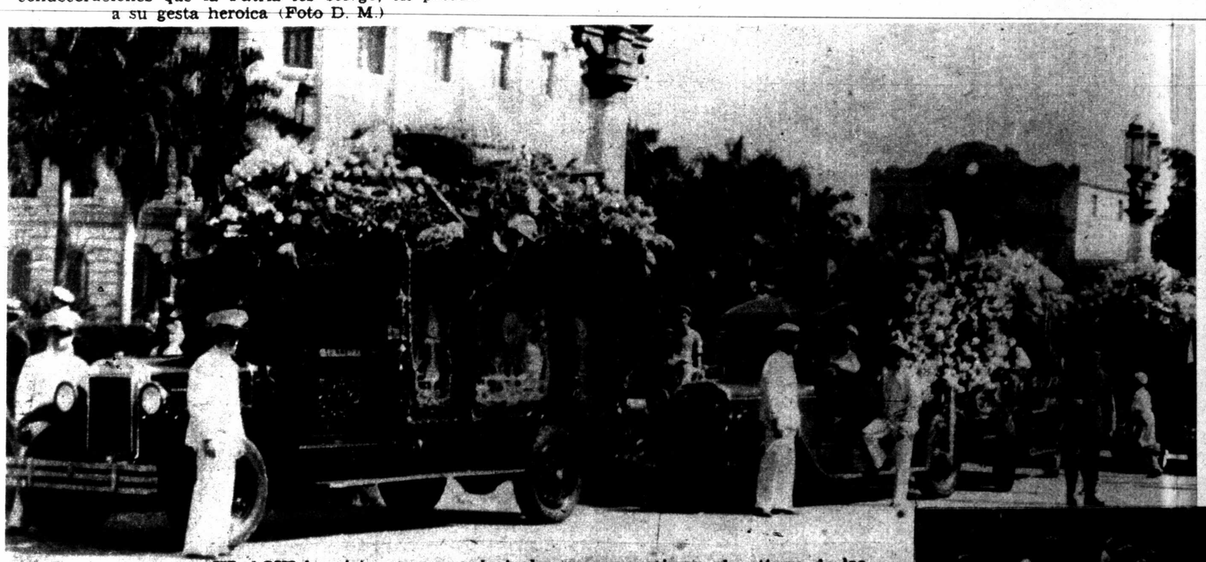
EL CORONEL auxiliar Sr Velasco, en el instante que leía ante el micrófono los ascensos a sus grados inmediatos de nuestros aviadores, y las preciadas condecoraciones que la Patria les otorgó, en premio a su gesta heroica (Foto D. M.)



NUESTROS marinos, desfilando marcialmente ante los féretros de sus malogrados, gloriosos compañeros, frente al Capitolio Nacional (F. D.)

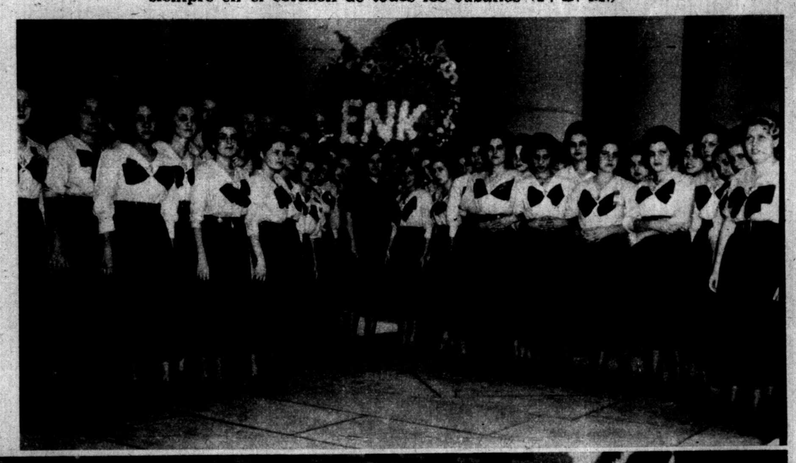


POR EL MISMO orden en que fueron desembarcados los restos mortales de nuestras amadas víctimas, descendieron del Capitolio para ser depositados en los armones de artillería que los condujeron a su última morada, donde reposarán eternamente, como ya están incorporados por siempre en el corazón de todos los cubanos (F. D. M.)



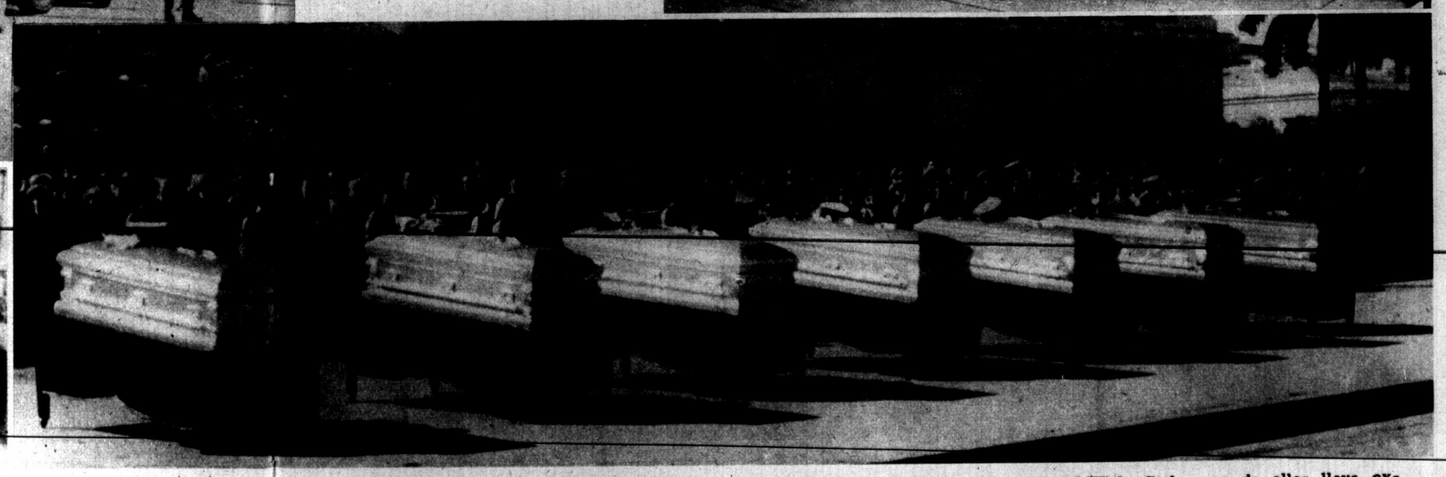
HE AQUI las siete carrozas principales que concurrieron al entierro de las víctimas de Cali, enviadas por la Funeraria CABALLERO, para conducir el gran número de coronas y ofrendas dedicadas a las víctimas (Foto D. M.)

LAS ALUMNAS de la Escuela Normal de Kindergarten de la Habana con la doctora Ada Godínez, directora del plantel, al frente, llevaron su ofrenda floral a los gloriosos cubanos caídos (F. D. M.)





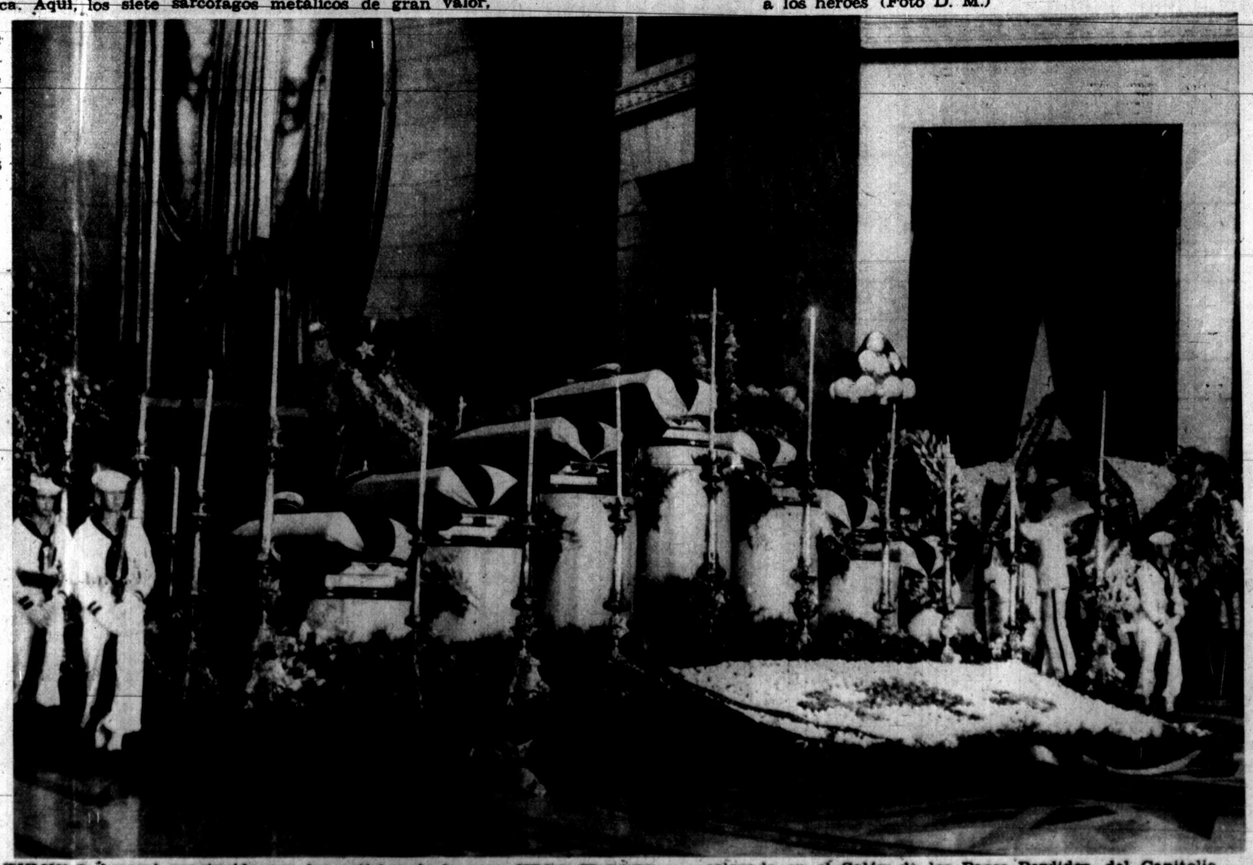
MOMENTO solemne de imponer la condecoración a las víctimas, en el Capitolio, en presencia de las autoridades y Jefes de las Fuerzas Armadas de la República. Aquí, los siete sarcófagos metálicos de gran valor, que suministró la Funeraria CABALLERO. Cada uno de ellos lleva expresamente una argollita donde fueron prendidas las Cruces de Honor a los héroes (Foto D. M.)



LOS JEFES del Ejército y de la Marina, junto al Hon. Sr. Presidente de la República, cuando éste imponía a los féretros de nuestros aviadores, la Cruz de Honor, premio dedicado por la República a los que supieron ofrendarle largas jornadas de gloria (Foto D.)



LA CARROZA de la funeraria CABALLERO en el entierro de las víctimas de Cali. Conduce algunas de las mayores coronas dedicadas a los caídos (Foto D. M.)



TUMULO funeral construído por los artistas de la casa VEGA FLORES, diseño seleccionado por la Comisión encargada de los funerales. Fué colocado en el Salón de los Pasos Perdidos, del Capitolio (Foto D. M.)

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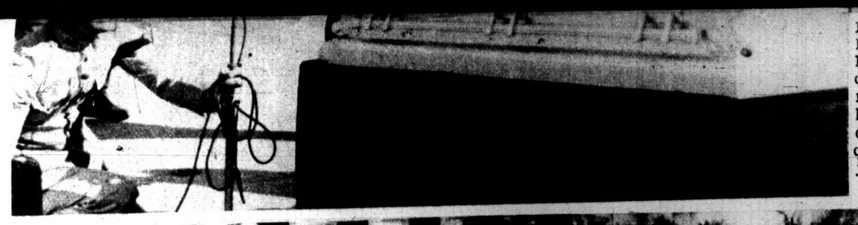

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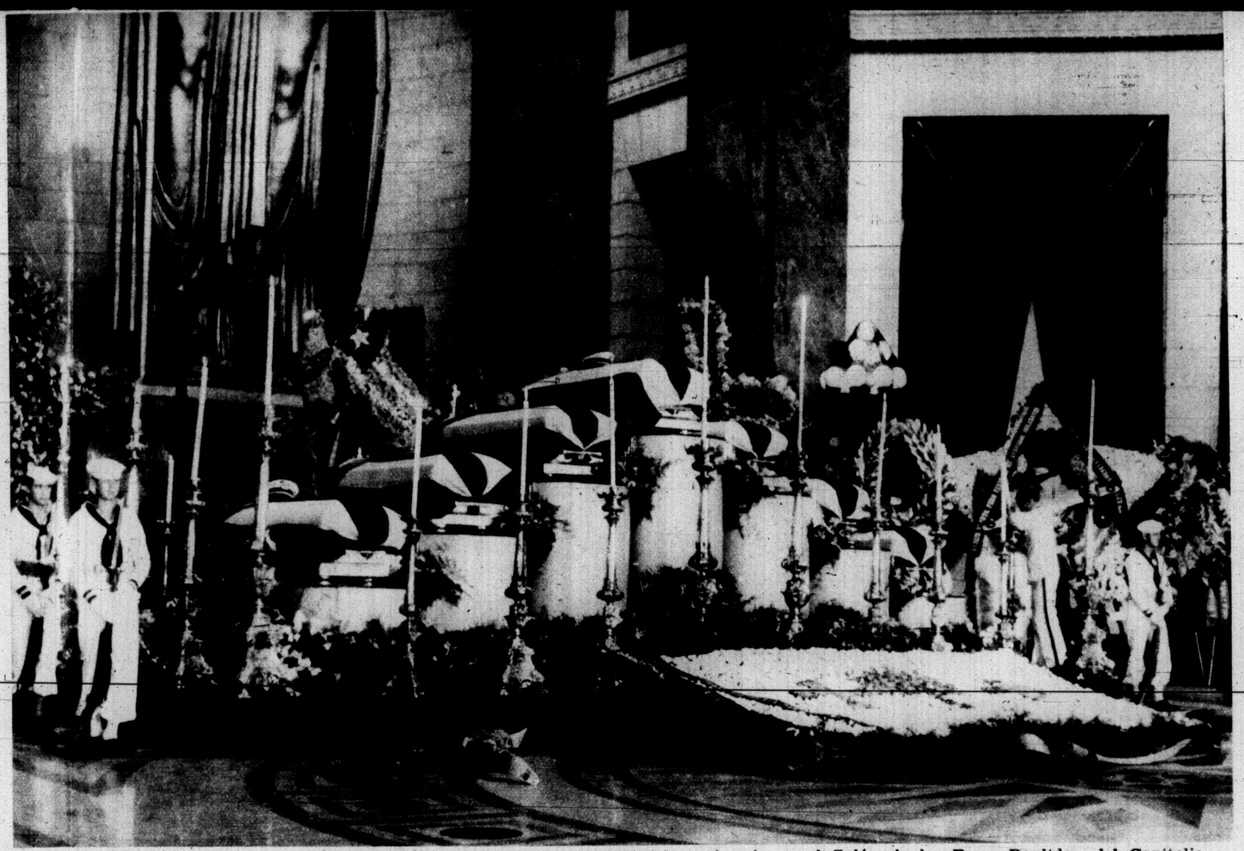
LA CARROZA de la funeraria CABALLERO en el entierro de las victimas de Cali. Conduce algunas de las mayores coronas dedicadas a los caídos (Foto D. M.)



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PARTE del grupo de las carrozas que ofreció la casa José C. Vior—Funeraria LA NACIONAL—para el transporte de la gran cantidad de coronas ofrendadas a los caídos en Cali (Foto D. M.)

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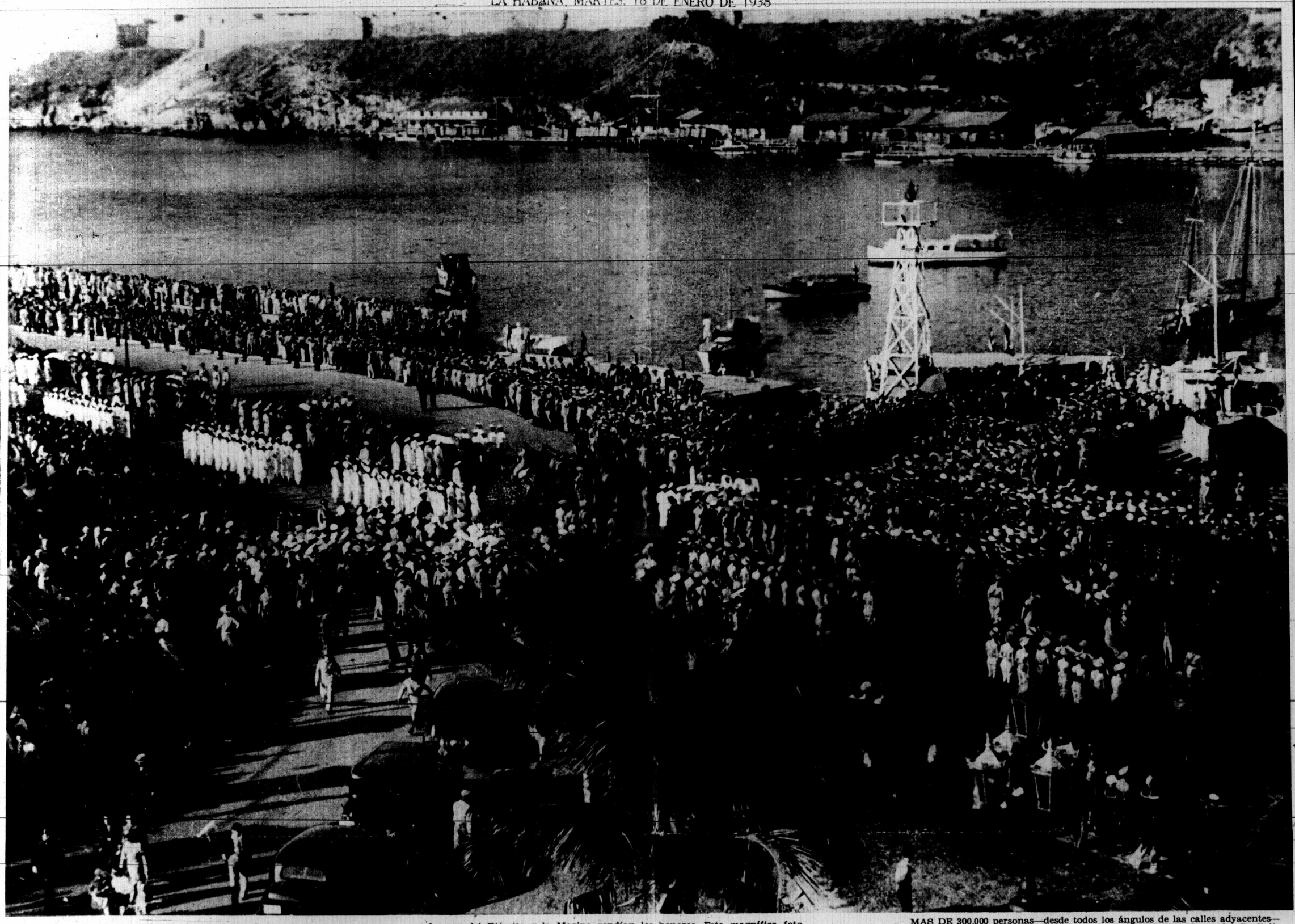
SUPLEMENTO DIARIO EN ROTOGRABADO

DIARIO DE LA MARINA

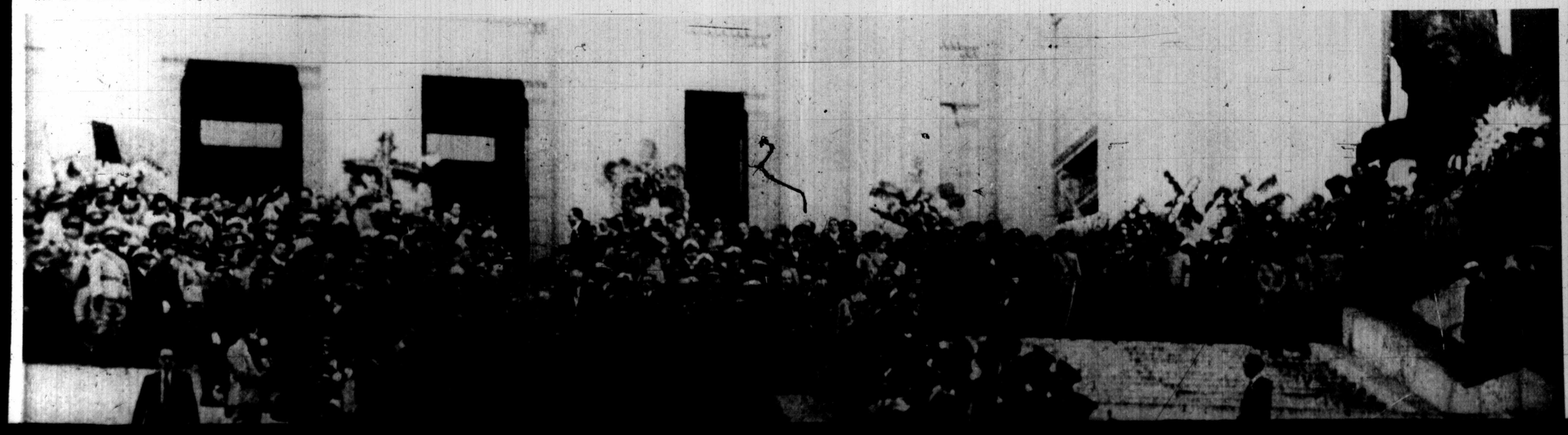
ACTUALIDAD NACIONAL E INTERNACIONAL

LA HABANA, MARTES, 18 DE ENERO DE 1938



LOS AMADOS RESTOS mortales de los capitanes Menéndez Peláez, Jiménez y Risech; los del teniente Ruy de Lugo Viña y los de los subtenientes Castillo, Naranjo y Medina, fueron desembarcados—después de transbordados del «Patria» al «Camagüey»—a las cuatro de la tarde. Mientras, las fuerzas del Ejército y la Marina rendían los honores. Esta magnífica foto da la expresión panorámica del emocionante momento. (Después, fueron desembarcadas las hélices de los aviones «Santa María», «La Niña» y «La Pinta», operación que terminó a las cuatro y media de la tarde).—Foto D.M.)

MAS DE 300,000 personas—desde todos los ángulos de las calles adyacentes—presenciaron el instante en que se ascendían por las escaleras del Capitolio los sarcófagos que contienen los restos mortales de nuestros aviadores. En lo alto, las autoridades supremas de la República presenciaron el instante emocionante.—(Foto D. M.)



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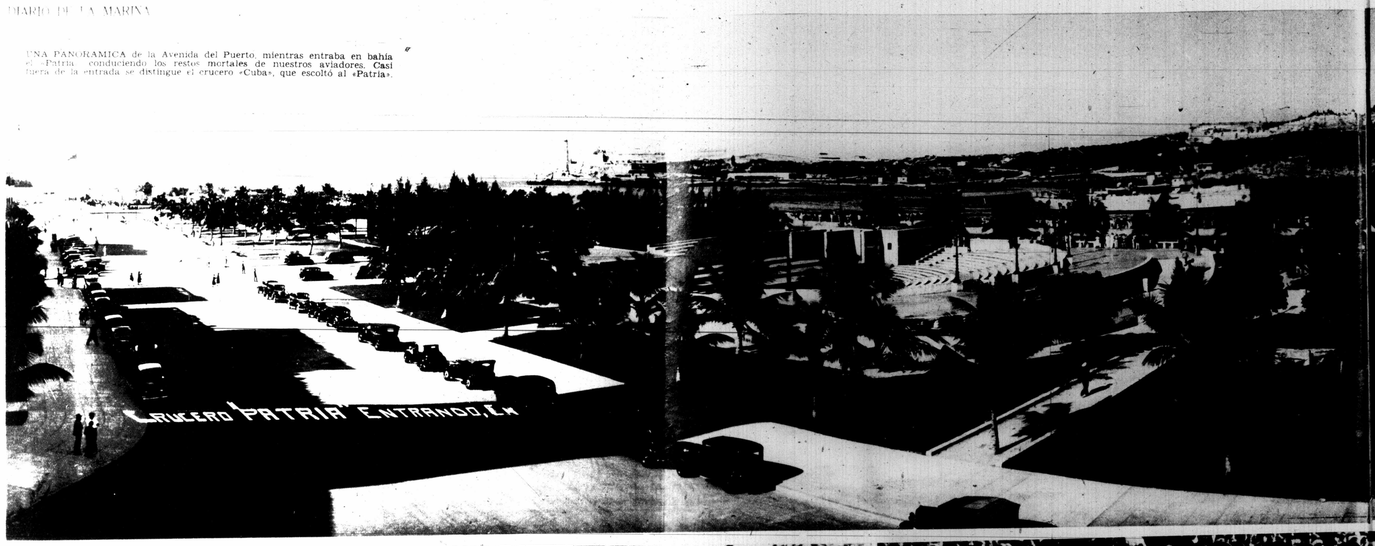
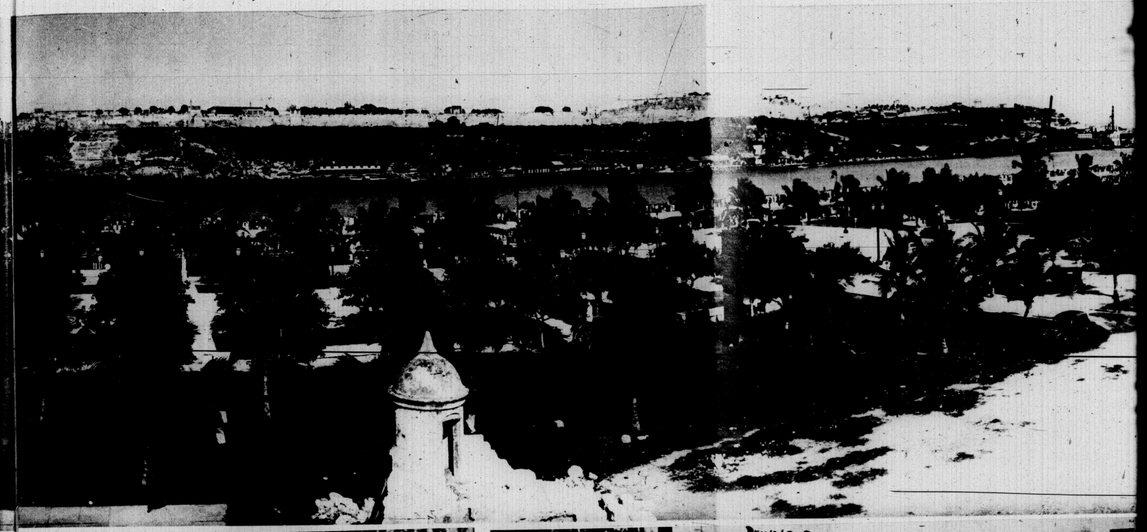
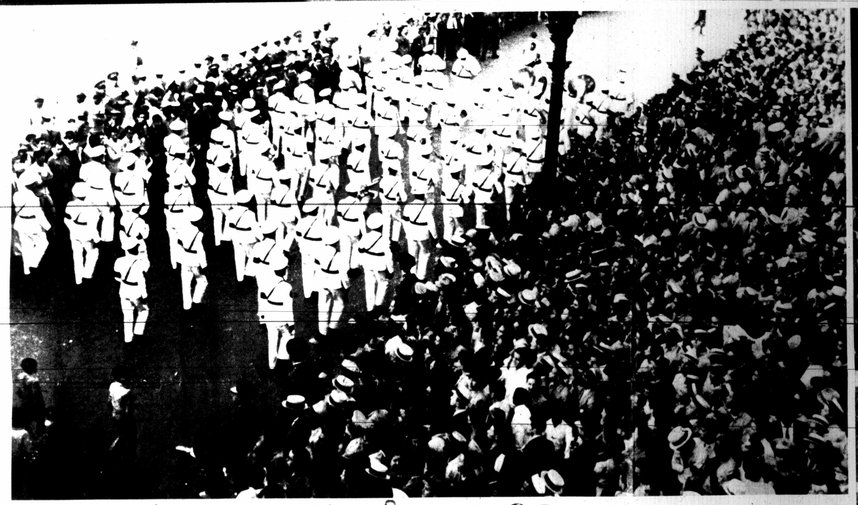
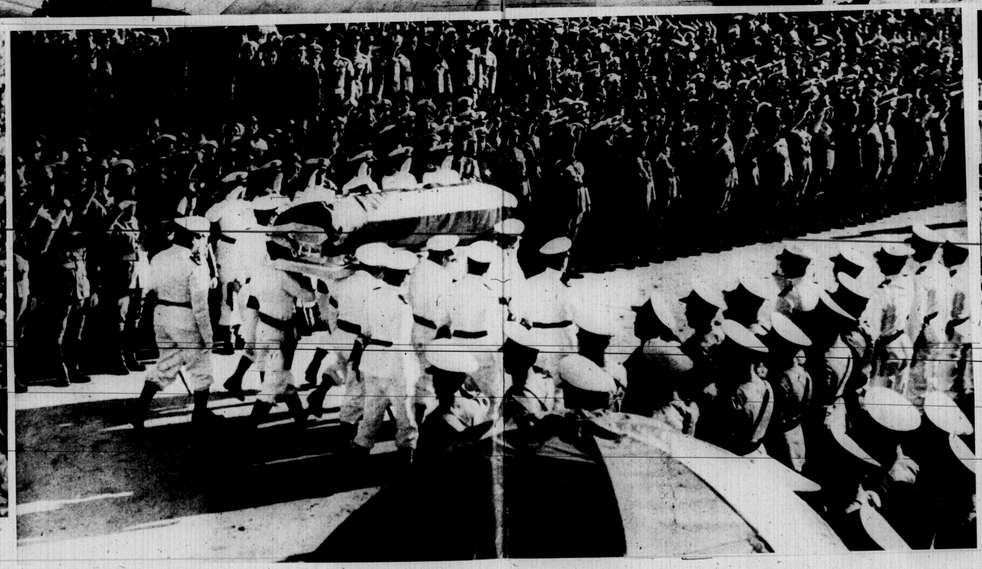
UNA PANORAMICA de la Avenida del Puerto, mientras entraba en bahía el «Patria» conduciendo los restos mortales de nuestros aviadores. Casi frente de la entrada se distingue el crucero «Cuba», que escoltó al «Patria».











LA BANDA de música de la Marina Constitucional, desfilando a la cabeza de la manifestación que acompañó la comitiva fúnebre hasta el Capitolio Nacional. (Foto D.)

EL JEFE DEL Ejército junto al de la Marina—con sus respectivos ayudantes y altos oficiales—en los instantes de dirigirse al Capitolio Nacional, donde se estableció inmediatamente la guardia de honor de nuestros aviadores.—(Foto D.)

FRENTE AL MORRO, mientras el buque que conducía los restos mortales avanzaba, una imponente multitud se apiñó para presenciar el instante del desembarco

ALTO PERSONAL de la Secretaría de Estado, familiares de nuestros gloriosos aviadores y altos oficiales del Ejército, dirigiéndose al Capitolio Nacional donde rindieron el

EL INSTANTE de trasladar otro de los restos. Rodeados enteramente de público, uno de los sarcófagos es transportado a la capilla ardiente.

OTRO ASPECTO, tan importante como los restantes, nos ofrecen estas multitudes apiñadas frente al Capitolio. Las fuerzas del orden público tuvieron que hacer esfuerzos sobrehumanos para contener las olas humanas congregadas para presenciar el cortejo fúnebre

LA ASCENSION a la capilla ardiente, levantada en nuestro Capitolio Nacional. Envueltos en la bandera cubana que hicieron tremolar victoriosamente por los países de América, las fuerzas de Marina y del Ejército designadas al efecto, condujeron los restos mortales.—(Foto D.)

EL HONORABLE señor Presidente de la República, acompañado por los Secretarios del Despacho, el Presidente del Supremo y otras personalidades, presenciando el traslado de los harmones de artillería a la capilla ardiente instalada en el Capitolio Nacional.

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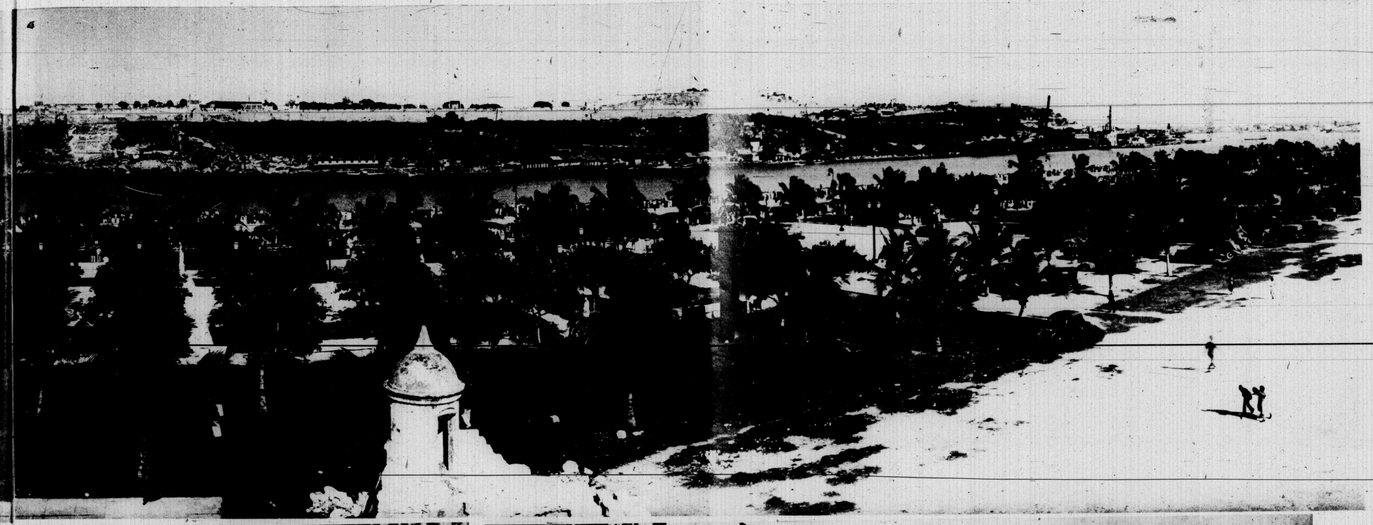

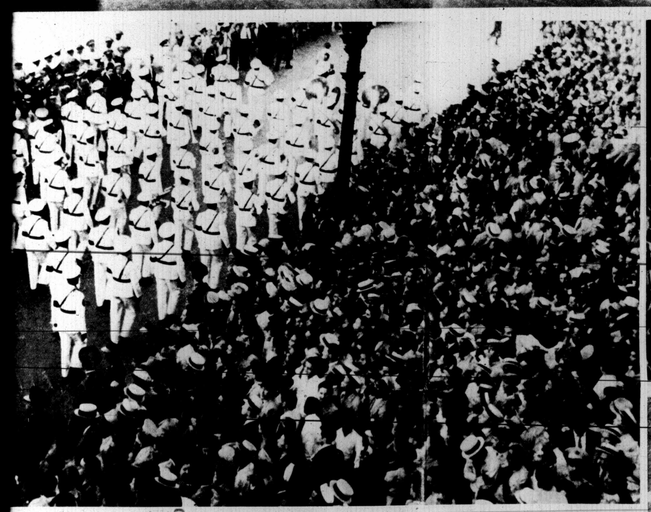







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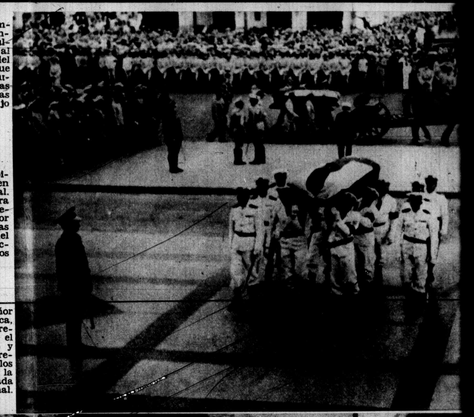

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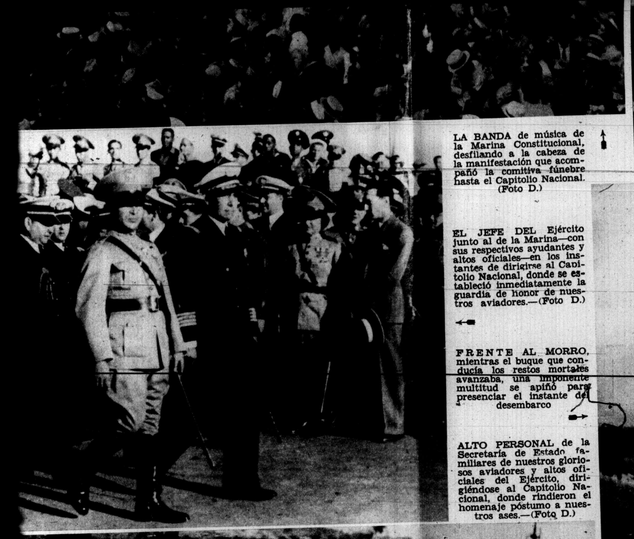

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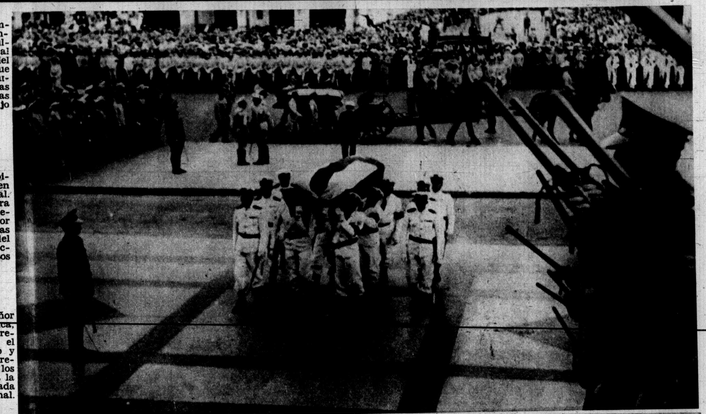

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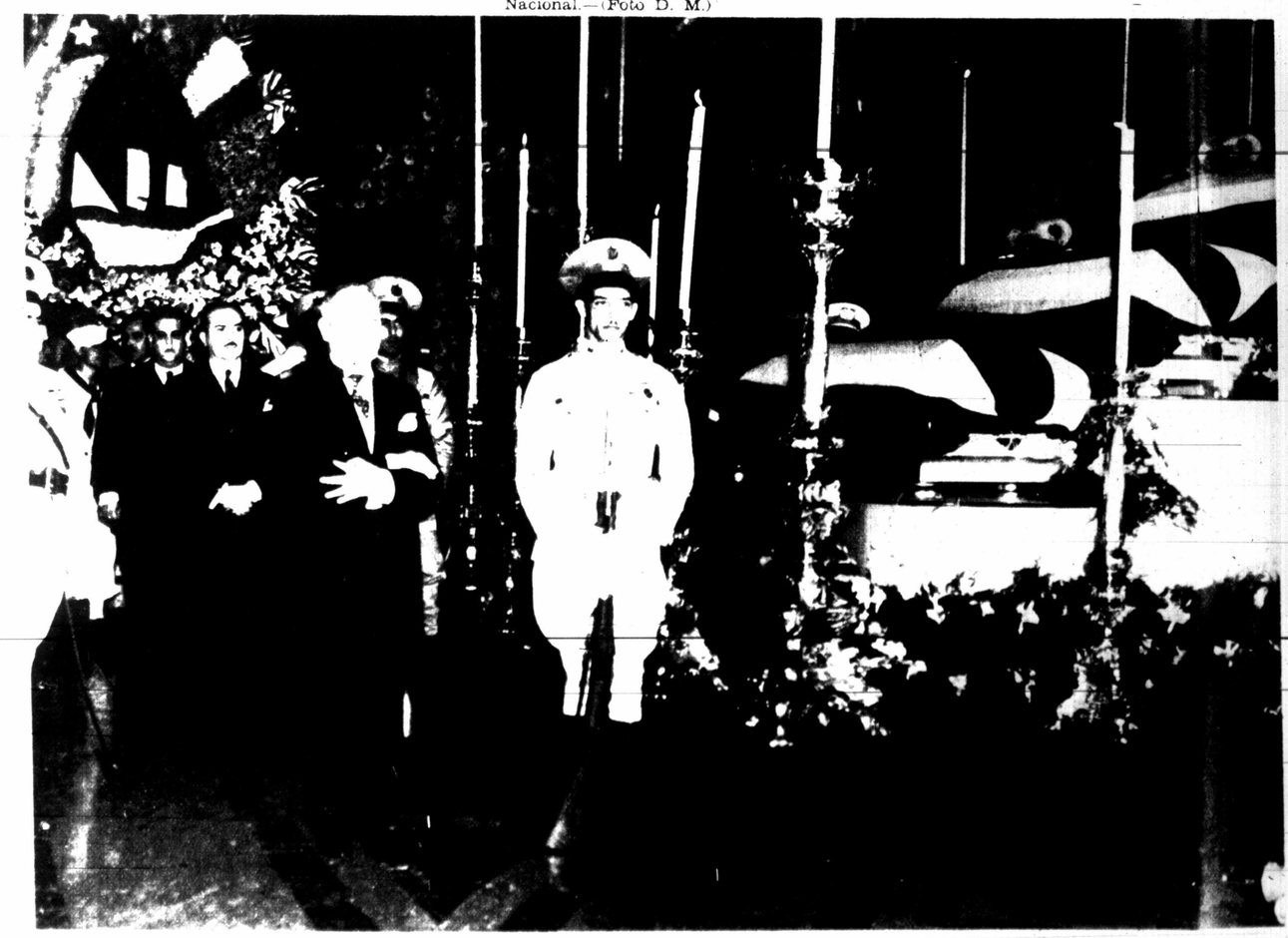
EN EL MUELLE de Caballería.—Fuerzas del Ejército transportando uno de los sarcófagos al carmón de artillería que lo condujo al Capitolio Nacional.—(Foto D. M.)



LA PRIMERA GUARDIA de honor a nuestros gloriosos aviadores, fué rendida en el Capitolio Nacional por el Presidente de la República y el Jefe del Ejército (no captado en esta foto).—(Foto D. M.)



PRESENCIANDO la ascensión al Capitolio de los siete sarcófagos que contienen los restos de nuestros aviadores, aquí aparecen el Honorable señor Presidente de la República, señor Laredo Bru, y el Jefe del Ejército, coronel Batista. El Presidente del Supremo y los Secretarios, rodean a las primeras autoridades de la Nación.—(Foto D. M.)



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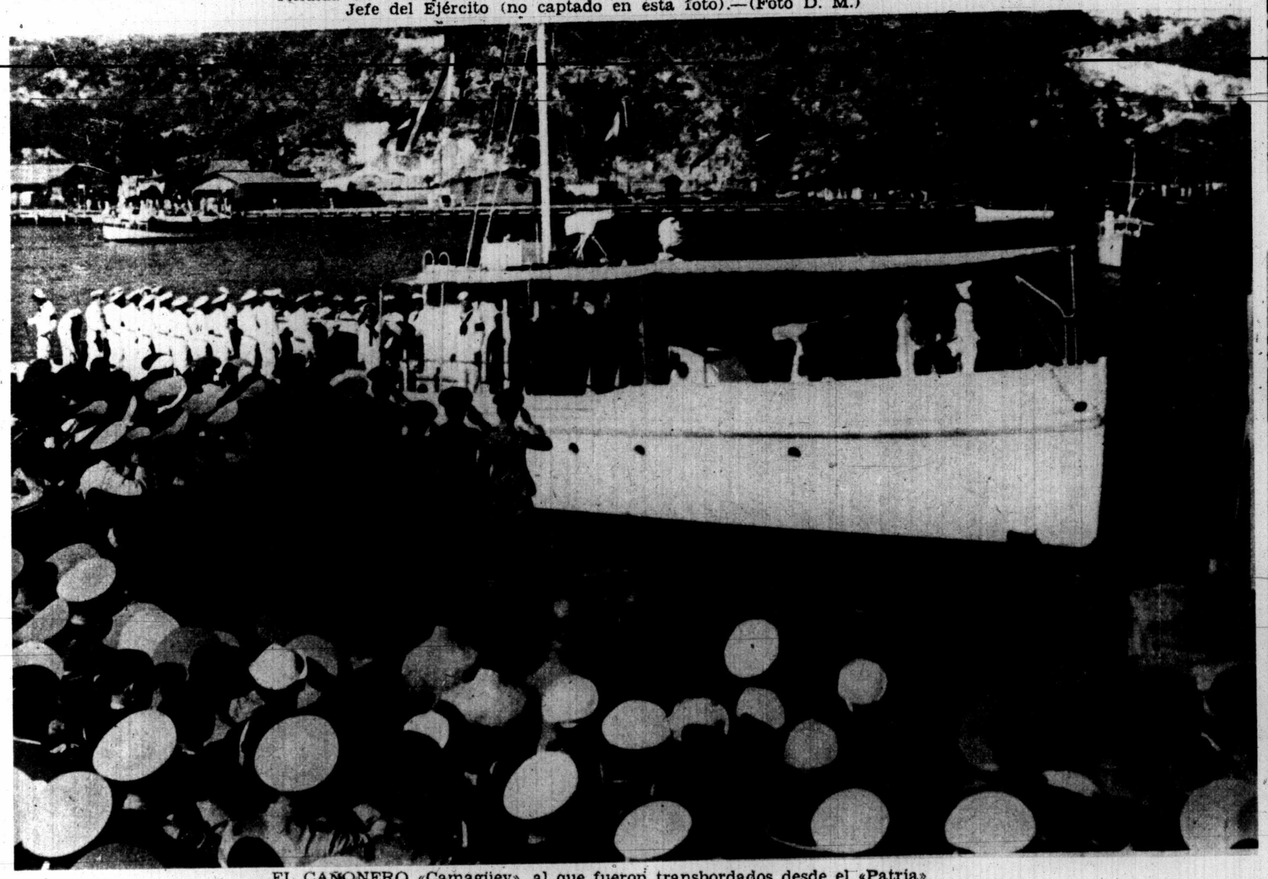
OTRO GRUPO de familiares de nuestros malogrados ases, cuando se dirigían desde la Avenida del Puerto al Capitolio Nacional.—(Foto D. M.)



EL CAÑONERO «Camagüey», al que fueron transbordados desde el «Patria» los restos mortales de nuestros aviadores, cuando atracaba al muelle, depositando en tierra cubana su preciosa carga.—(Foto D.)



TRAS LOS SARCOFAGOS que conducían los restos mortales de nuestros aviadores, varios de sus familiares integraron la comitiva que les acompañó, desde el muelle, al Capitolio Nacional.—(Foto D. M.)

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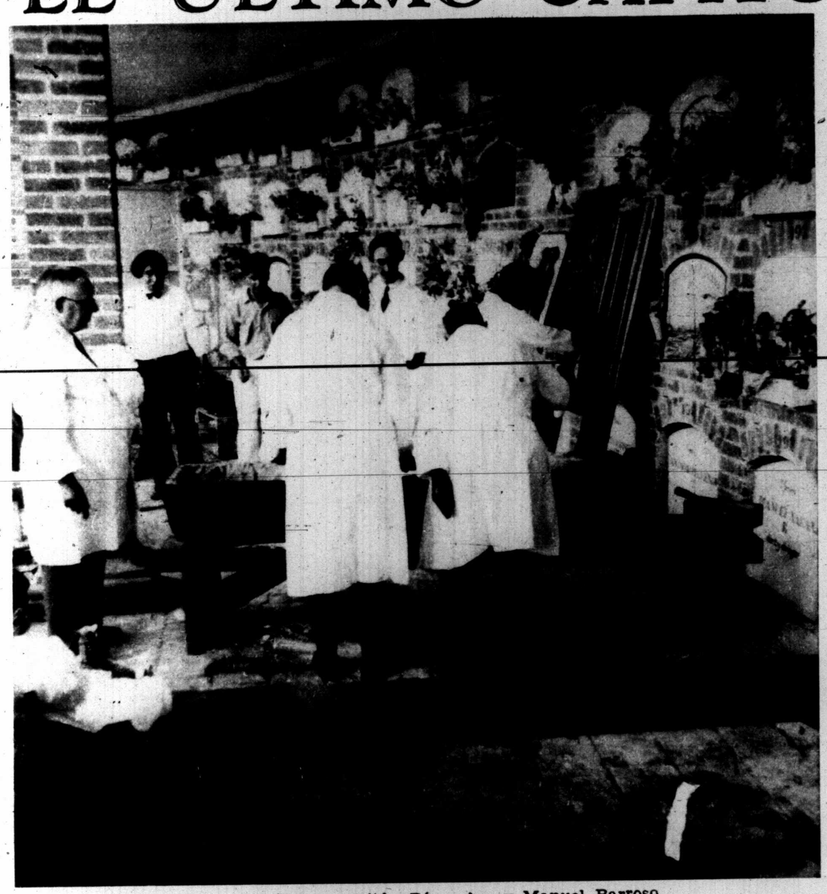
SUPLEMENTO DIARIO EN ROTOGRABADO

DIARIO DE LA MARINA

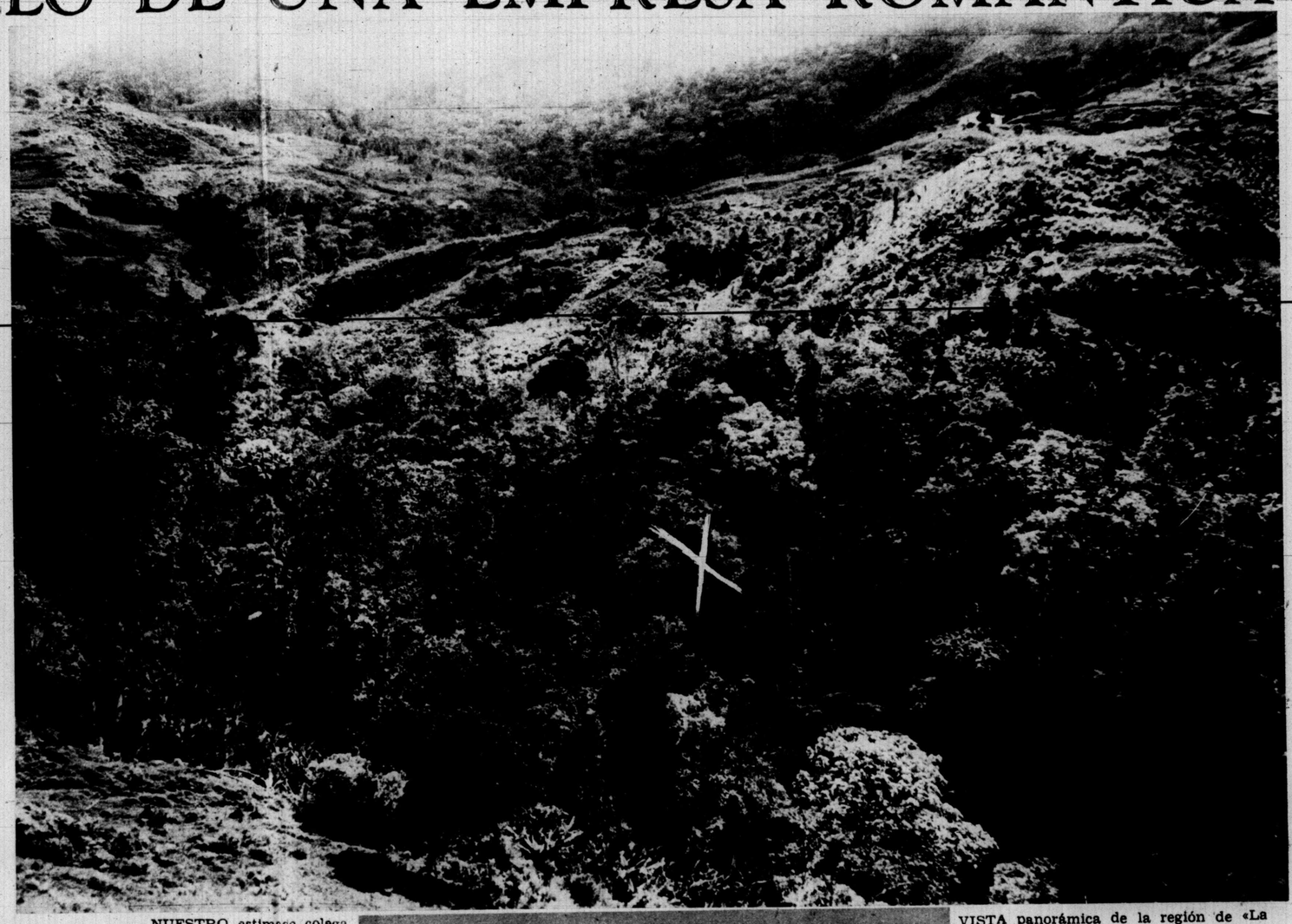
ACTUALIDAD NACIONAL E INTERNACIONAL

LA HABANA, DOMINGO, 16 DE ENERO DE 1938

EL ULTIMO CAPITULO DE UNA EMPRESA ROMANTICA

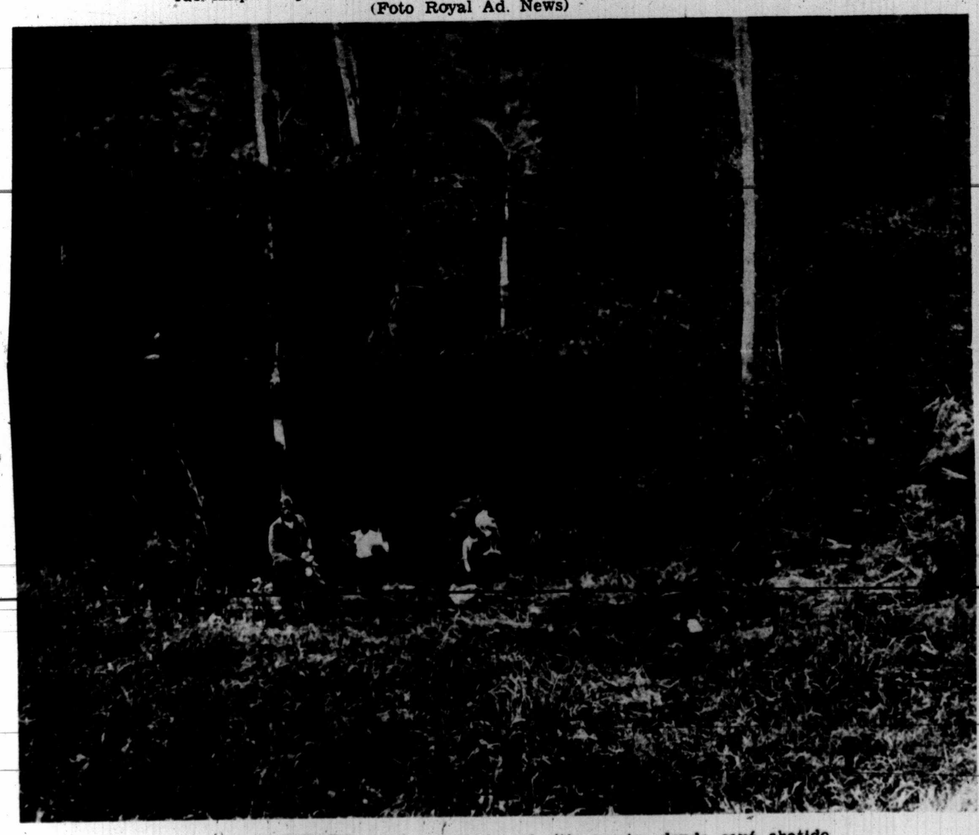


LOS DOCTORES Israel Castellanos, capitán Pérez Ara y Manuel Barroso fueron retratados cuando se inclinaban ante el primer sarcófago poseedor de los despojos de uno de los infortunados aviadores víctimas de la tragedia. Cumplidos los trabajos científicos, fueron trasladados a Buenaventura, desde donde partieron para Cuba (F. R. A. N.)

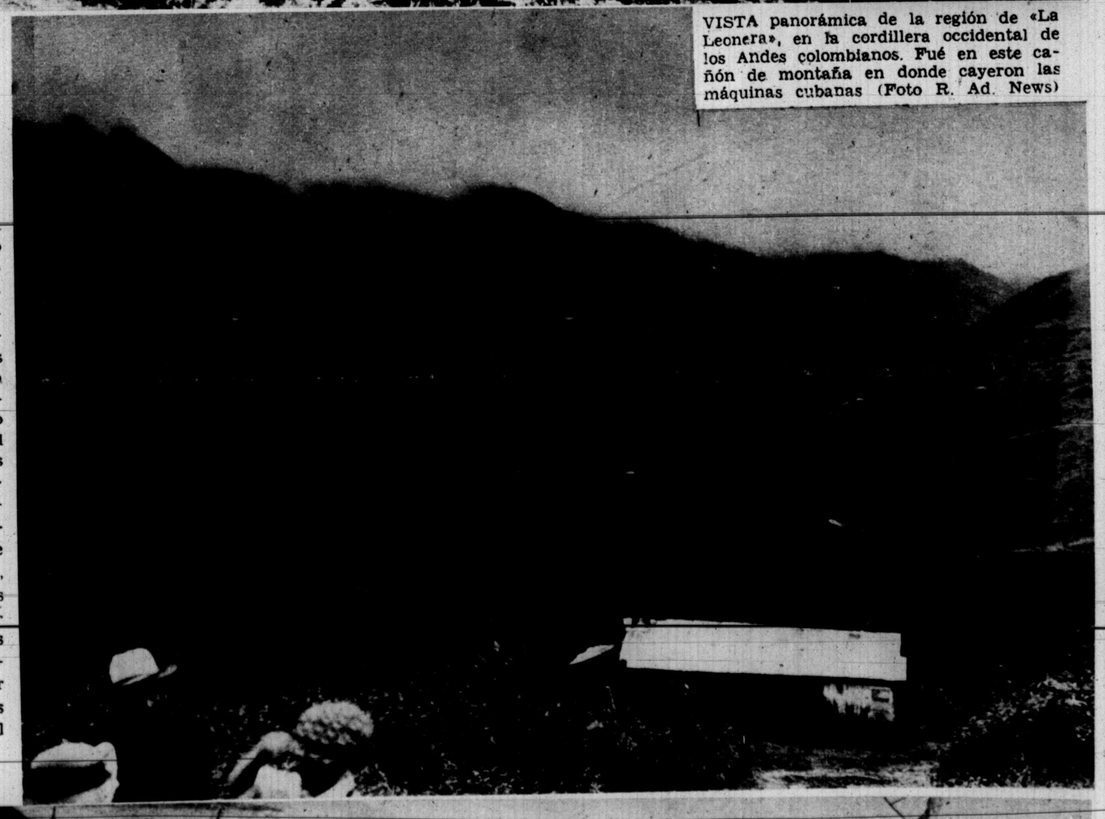


VISTA panorámica de la región de «La Leonera», en la cordillera occidental de los Andes colombianos. Fué en este cañón de montaña en donde cayeron las máquinas cubanas (Foto R. Ad. News)

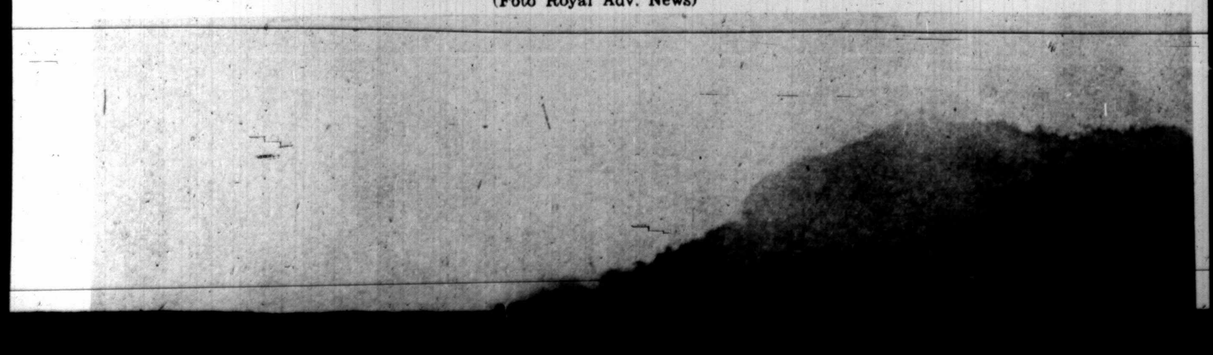
LA CRUZ, en medio del esposo bosque, indica el lugar preciso donde cayó el avión «La Niña». Nótese en primer término la parte del bosque que fué limpiada para organizar los trabajos del rescate de sus restos (Foto Royal Ad. News)



NUESTRO estimado colega vespertino «Avance» dedicará el próximo martes, una edición especial—documento de inapreciable valor patriótico—a relatar las hazañas de nuestros grandes aviadores caídos en medio de la naturaleza bravía de las estribaciones andinas que coronan Cali (Colombia). Testimonio de gratitud a los que supieron llevar el pabellón de Cuba triunfalmente—con la gallardía de verdaderos caballeros del aire — ofrecemos hoy esta página, copiada en el mismo terreno de la catástrofe, vísperas del retorno a su acogedora tierra natal de los restos de los grandes ícaros. Si el dolor de este retorno cubre con un velo doloroso todos los hogares cubanos, los restos mortales de Menéndez, Risech, Jiménez, Lugo Viña y sus esforzados acompañantes habrán de palpitar al sentirse honrados doblemente por las palpitaciones de toda Cuba, y por el orgullo de haber escrito las páginas maravillosas del truncado vuelo.



YA DESBROZADO, aquí se muestra el sitio preciso donde cayó abatido el avión «Santa María». Unos niños y un soldado colombianos miran la cámara después de haber coadyuvado al rescate de los restos del aparato (Foto Royal Adv. News)





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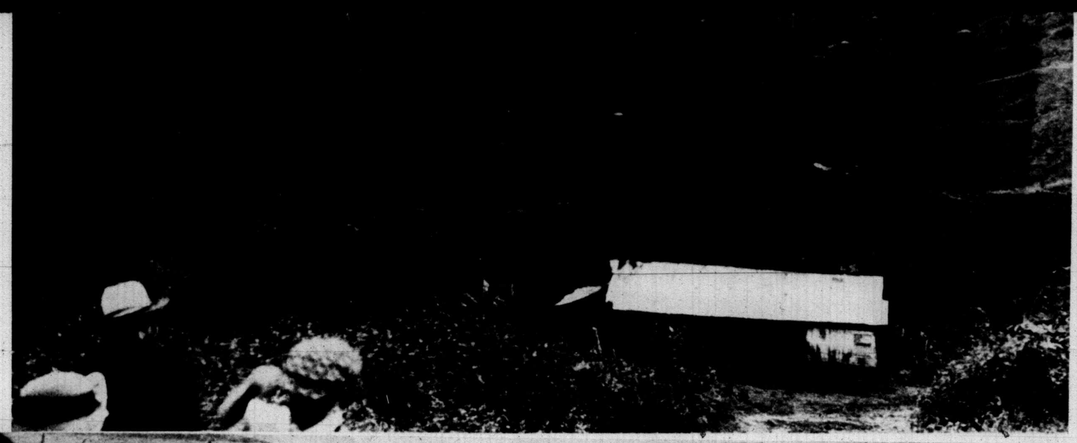
el mismo terreno de la catástrofe, vísperas de retorno a su acogedora tierra natal de los restos de los grandes ícaros. Si el dolor de este retorno cubre con un velo doloroso todos los hogares cubanos, los restos mortales de Menéndez, Risech, Jiménez, Lugo Viña y sus esforzados acompañantes habrán de palpitar al sentirse tocados doblemente por las palpitaciones de toda Cuba y por el orgullo de haber escrito las páginas maravillosas del truncado vuelo.



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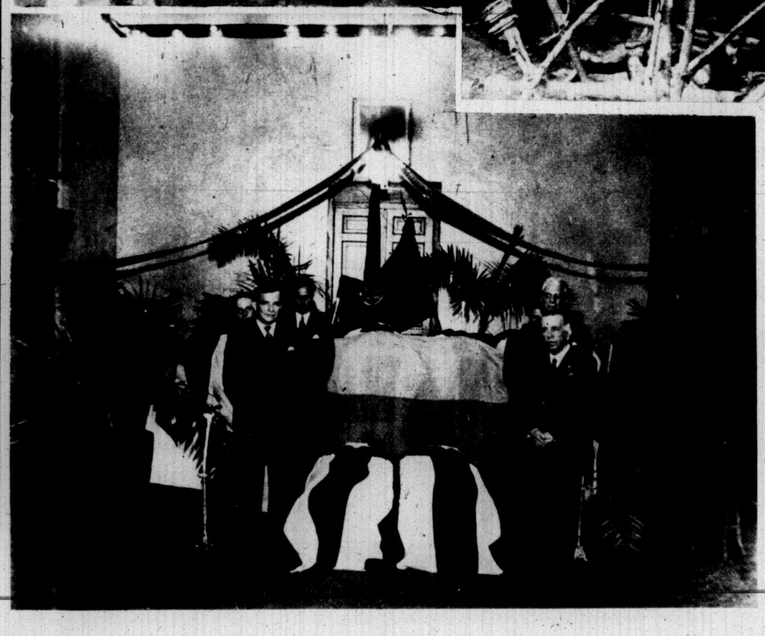
LOS RESTOS de «La Niña».—Una foto impresionante, captada en el Rancho Gómez, de Cali, en los instantes en que se iban reuniendo los restos del citado avión, para ser conducidos a Cali. Esta a manera de osamenta es lo que quedó del hermoso aparato (Foto Royal Ad. News)



EL CAMERAMAN del Royal News, señor Laureano Rodríguez, filmando en el lugar del trágico accidente que terminó el vuelo Pro Faro de Colón en Cali, Colombia, en la parte occidental de los Andes (F. R.)



ANTE el túmulo funerario de los aviadores muertos trágicamente en Cali se establecieron guardias de honor. Los cadáveres de los infortunados cubanos fueron tendidos en uno de los locales del Regimiento «Pichincha». El Ministro de Cuba en la República de Colombia, doctor Néstor Carbonell; el doctor Domingo Ramos, Embajador Extraordinario; el Gobernador del Departamento del Valle del Cauca y los hermanos Risech, tributaron un póstumo homenaje a las víctimas del siniestro que tuvo por escenario el imponente cañón de Cali (F. R. A. N.)

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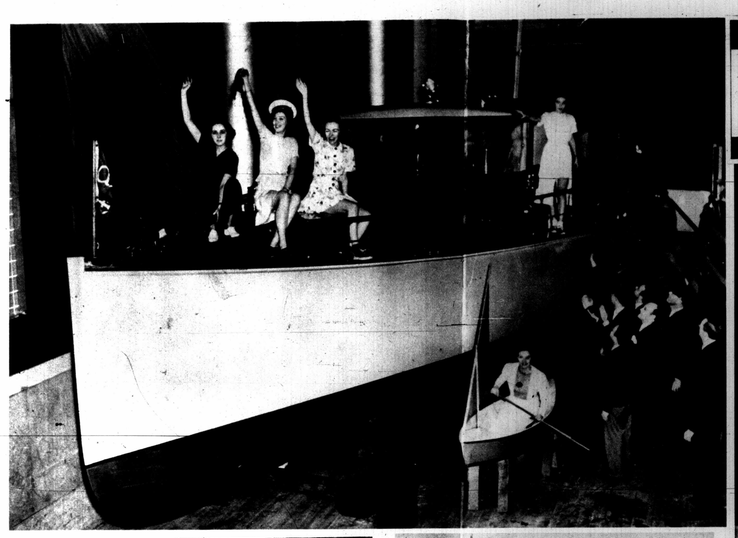


EN NEW York se inauguró el pasado día 8 una exposición originalísima de botes a motor. Los fabricantes de éste, lo exhibieron mostrando a bordo esta pequeña cantidad, grande en belleza, de señoritas que aquí saludan a los visitantes. Al lado otra señorita en un bote ofrece el contraste de lo que antaño eran los goces de una excursión, con los actuales (Foto Wide)





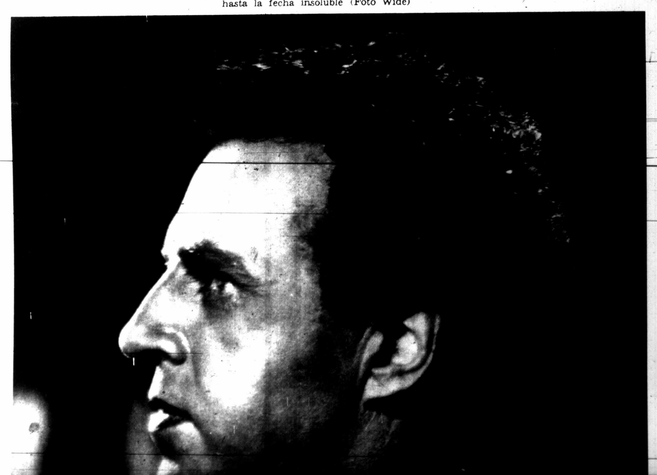
«SNOOKS» y su madre.—Fanny Brice («Snooks», vestida de la manera en que apareció en su última película, saludó a su madre la señora Rose Brice, que la visitó en los estudios de Hollywood (Foto Wide)



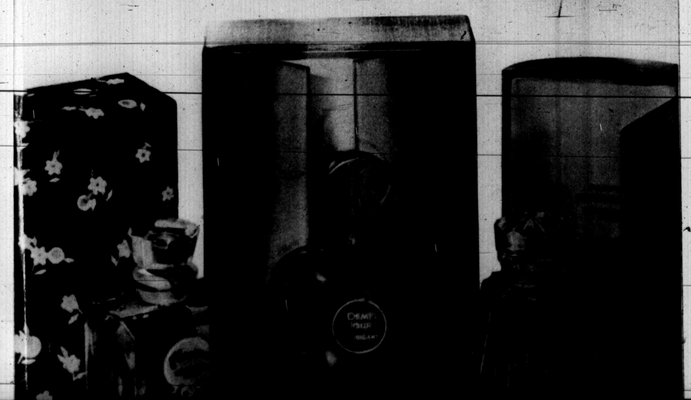
EN LUDGATE Circus, de Londres, el tráfico tiene que discurrir lentamente, debido a la enorme cantidad de vehículos que tienen su paso obligado por aquella popular calle londinense. En el informe anual de la policía se alude particularmente a este tráfico que constituye un problema hasta la fecha insoluble (Foto Wide)



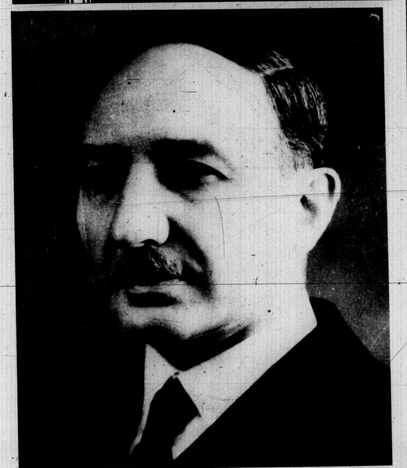
LOS TEAMS de la Inmaculada.—Después de la serie triangular los teams menores de 18, invicto y menores de 15, se reunen para formar un lindo grupo (Foto D. M.)



Pour la femme de goût







EL SR IVON Delbos, Ministro de Relaciones Exteriores, de Francia, acompañado del Sr. Chautemps, entonces Presidente del Consejo, han ido a Londres para conferenciar con los señores Chamberlain y Eden sobre los problemas europeos (Foto Telé.)



Modernísimos muebles



Usted encontrará distintos tipos de juegos de sala tapizados variados colores, así como sillas de múltiples estilos para satisfac gusto.- Pequeñas mesitas para libros, teléfono o bebidas.- Nuevo lás-hamacas con suaves cojines y silencioso balanceo.- Todos muebles de tan modernos estilos y diseños tan originales y cóm han sido marcados a los típicos

BAJOS PR
Que nos han hecho famosos. Espe
EL LEA
Belascoaín y San Rafael

LAS «CATALINAS» en 1937. La Exposición de 1937, el gran acontecimiento del año en Francia, ha sido para las «Catherinettes» en sus creaciones, fuente inspiradora para sus gorros (Foto Telé.)



PROXIMAMENTE se celebrará una gran carrera aérea con itinerario Istres-Dakar-Paris. Aquí el avión «Siphons», que tomará parte en la referida carrera piloteado por el aviador Arnoux (Foto Telé.)







EL TRASATLANTICO fra
record, efectuando la trave
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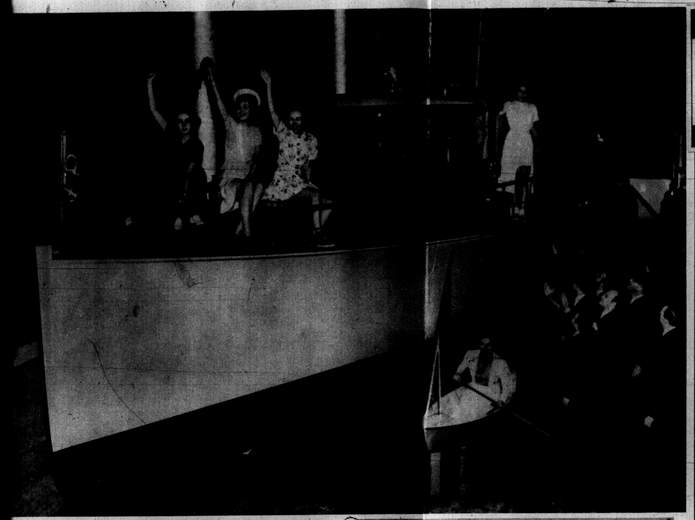

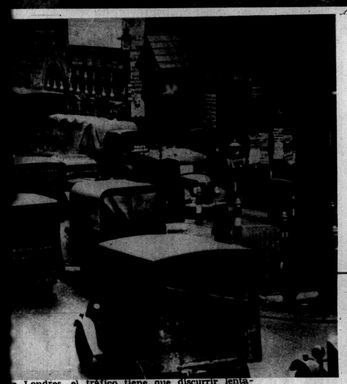



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calle londinense. En el informe anual de la po-
ente a este tráfico, que constituye un problema
a fecha insoluble (Foto Wide)

BROMO-SELTZER
QUITA ENSEGUIDA DOLORES DE CABEZA Y NEURALGICOS.
ENTONA EL ESTOMAGO
GRANULADO EFERVESCENTE DE SABOR AGRADABLE.
EN TODAS LAS FARMACIAS



«SNOOKS» y su madre.—Fanny Brice («Snooks»), vestida de la manera en que apareció en su última película, saludó a su madre la señora Rose Brice, que la visitó en los estudios de Hollywood (Foto Wide)

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Pour la femme de goût...



FAMOUS BELWARE SERGES
Armoures AZUL, NEGRO A PRUEBA DE SOL AIRE MAR PAÑO PARA ETIQUETA NEGRO, MID NIGHT BLUE
pídalo a su sastre
Nazabal



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Modernísimos muebles de Acero Cromado



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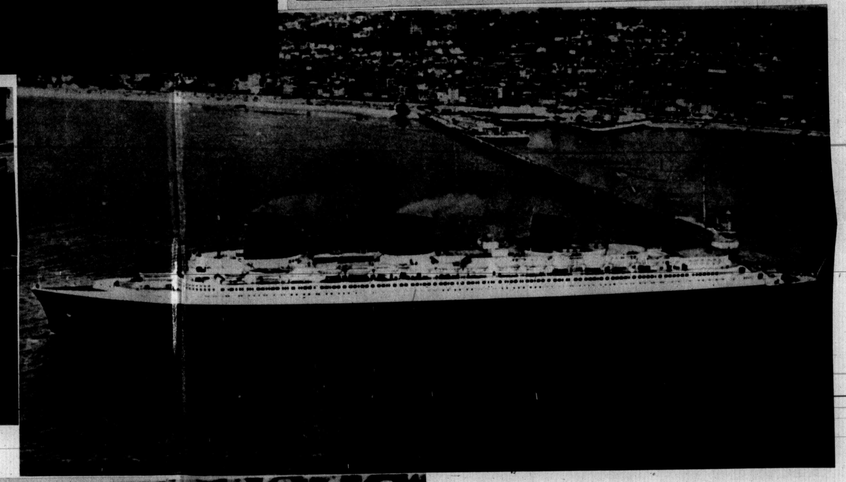
Nunca había usted visto esta clase de muebles tan sencillos y elegantes. Sus nuevas líneas de construcción de acuerdo con las prescripciones médicas, hacen que este nuevo tipo de mueble, sea necesario en todo hogar.



Usted encontrará distintos tipos de juegos de sala tapizados en variados colores, así como sillas de múltiples estilos para satisfacer su gusto.- Pequeñas mesitas para libros, teléfono o bebidas.- Nuevos sofás-hamacas con suaves cojines y silencioso balanceo.- Todos estos muebles de tan modernos estilos y diseños tan originales y cómodos han sido marcados a los típicos

BAJOS PRECIOS
Que nos han hecho famosos. Esperamos su visita.
EL LEADER
Belascoaín y San Rafael
Teléfs. U-2844-45



PROXIMAMENTE se celebrará una gran carrera aérea con itinerario Istres-Dames-París. Aquí el avión «Tiphon», que tomará parte en la referida carrera piloteado por el aviador Arnoux (Foto Telé.)





EL TRASATLANTICO francés «Normandie», que acaba de batir su propio record, efectuando la travesía del Havre a New York en tres días, 23 horas y 20 minutos (Foto Teléfrance)

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licía se alude particularmente a este tráfico, que constituye un problema hasta la fecha insoluble (Foto Wide)



ANIBAL NINCHI, el formidable actor cinematográfico, en el «rol» de ESCIPION EL AFRICANO, de la película de este nombre que, dentro de muy pocos días, será estrenada en la Habana, distribuida por la Republic Picture Corporation

MADRE, DELE AL NIÑO, SOLA, O CON EL PECHO **LECHE KEL** Y AUMENTARA SU DESARROLLO Y NUTRICION

Pour la femme de goût



Demi-Jour

Floraison *Présence*

TROIS CRÉATIONS

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...y Piel en perfectas condiciones, el uso constante del jabón Palmolive.
LLORENS
Galiano 54, Habana

LOS ESPECIALISTAS DE BELLEZA RECOMIENDAN
PALMOLIVE

...no solo para la cara, cuello y hombros, sino también "para todo el cuerpo".

Siga este valioso consejo y ensaye hoy mismo el baño *embellecedor Palmolive*. Frótese bien todo el cuerpo con una toallita impregnada con la rica espuma del Palmolive, hasta que penetre en los poros y los limpie completamente. Después, enjuáguese y séquese suavemente. Observe como queda todo su cuerpo deliciosamente fresco y vigorizado — lindo y juvenil.

Compre hoy mismo 3 jabones Palmolive que solo cuestan 20 cts. Comience en seguida a practicar el "baño *embellecedor Palmolive*".

El Jabón Palmolive está hecho de la *mezcla secreta* de los aceites embellecedores de palma y oliva.



P-7

5 Cintas negras de las envolturas del Palmolive, sirven para obtener una Villa JABON CANDADO todos los meses en "El Concurso del Millón"

Sintonice la CADENA CRUSELLAS



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EL REY Gustavo V de Suecia, retratado en el Palco Real (aparece sentado) de Piskatorped, donde presenció la iniciación de la temporada de deportes, cerca de Estocolmo (Foto Wide)

EL TRASATLANTICO francés record, efectuando la travesía ras y 20 m

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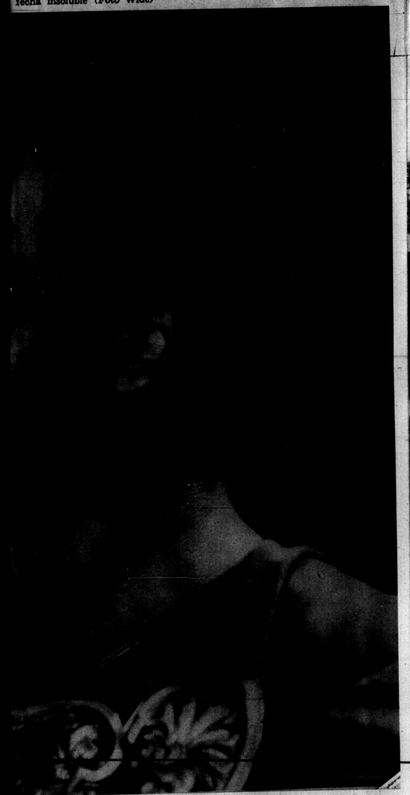
...ter a este tráfico que constituye un problema ...fecha insoluble (Foto Wide)



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HEKEL Y AUMENTARA SU DESARROLLO Y NUTRICION

Pour la femme de goût...



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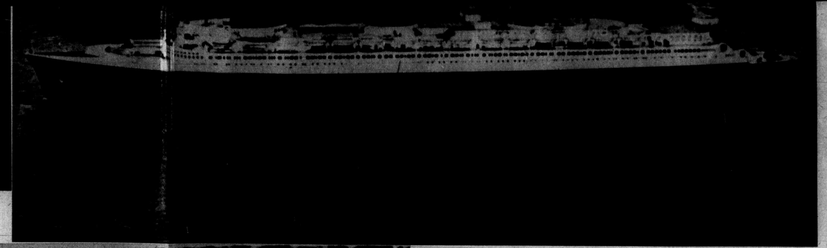



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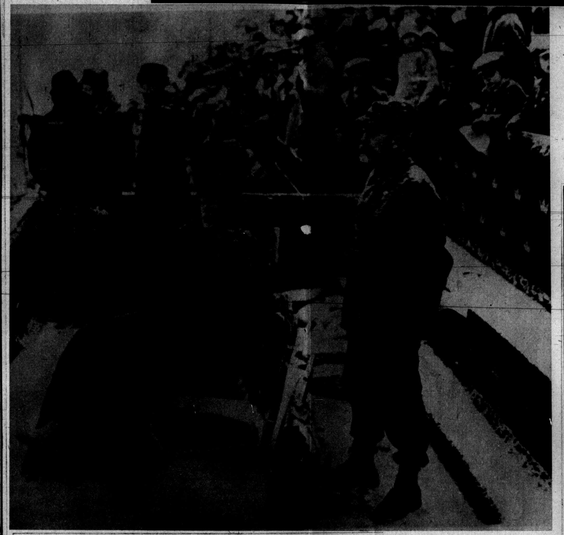
Sintonice la CADENA CRUSELLAS



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EXCLUSIVAMENTE RADIOGRAFIAS y CANCER.—RADIOGRAFIAS A DOMICILIO, RADIOTERAPIA, RADIUM.

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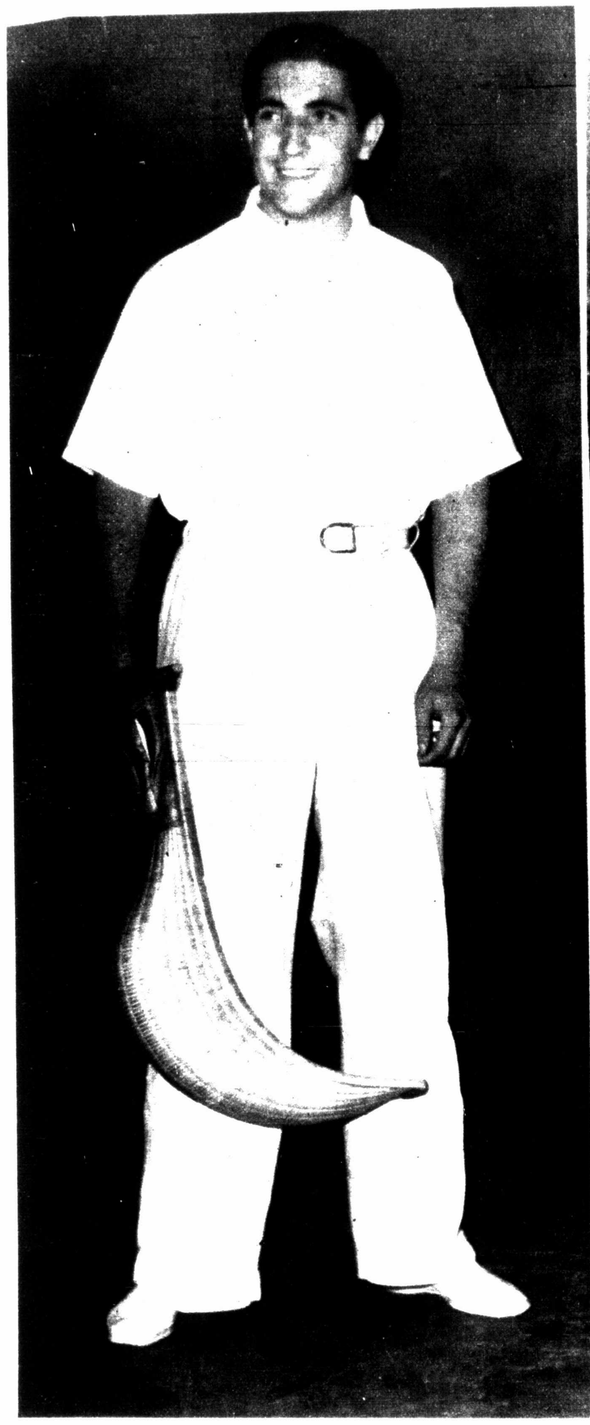


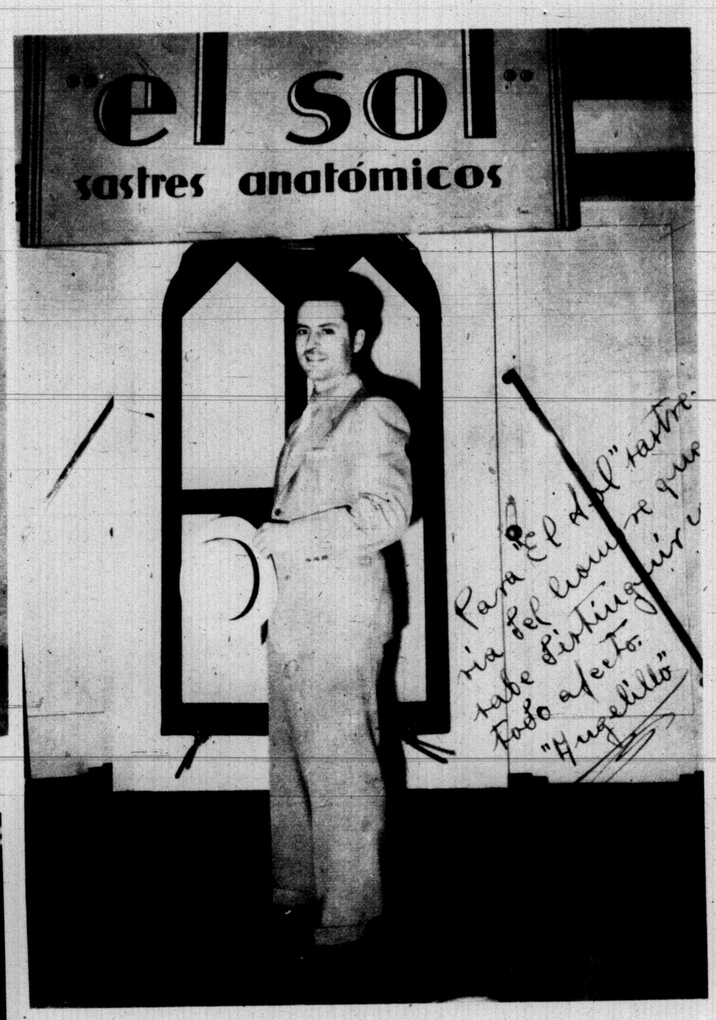
ESTANISLAO Maiztegui (Pistón), el as de los ases en pelota vasca que constituye la mayor atraccion para los fanaticos (Foto D. M.)



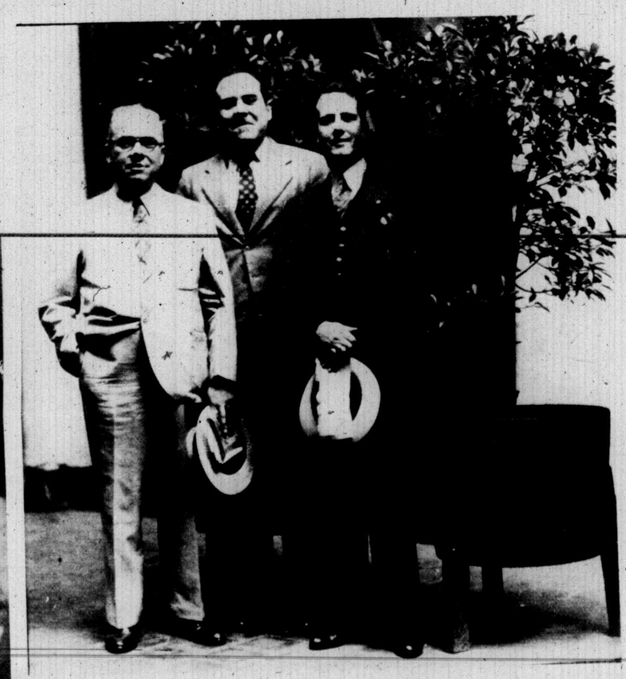
EMILIO Eguiluz, en compañía de Maiztegui, Ituarte Arrondo, Maguregui y nuestro compañero Morán durante la práctica en el Frontón, de los dos nuevos jugadores Pistón e Ituarte (Foto D. M.)



PROCEDENTE de París, donde se hallaba al ocurrir la catástrofe de Cali, llegó ayer—a bordo del «Oriente», vía Estados Unidos—la señora Emma G. de Lugo Viña, esposa de nuestro malogrado compañero. El Sr. Lugo Viña Jr., y un grupo de amistades y otras personalidades, saludaron a la distinguida dama a su llegada (F. D. M.)



YA ES TRADICIONAL entre los artistas cinematográficos que visitan la Habana ordenar sus trajes a EL SOL. Aquí tenemos a Angelillo, el famoso «cantaor» que tanto éxito obtuvo en «La Hija de Juan Simón», «El Negro que tenía el alma blanca» y «Centinela alerta» y que tanto ha gustado desde la escena de Payret, sorprendido en los momentos en que los famosos sastres anatómicos de la Manzana de Gómez le probaban este elegante modelo. La Sastrería EL SOL obsequiará con una foto de Angelillo a toda persona que la solicite (Foto D. M.)



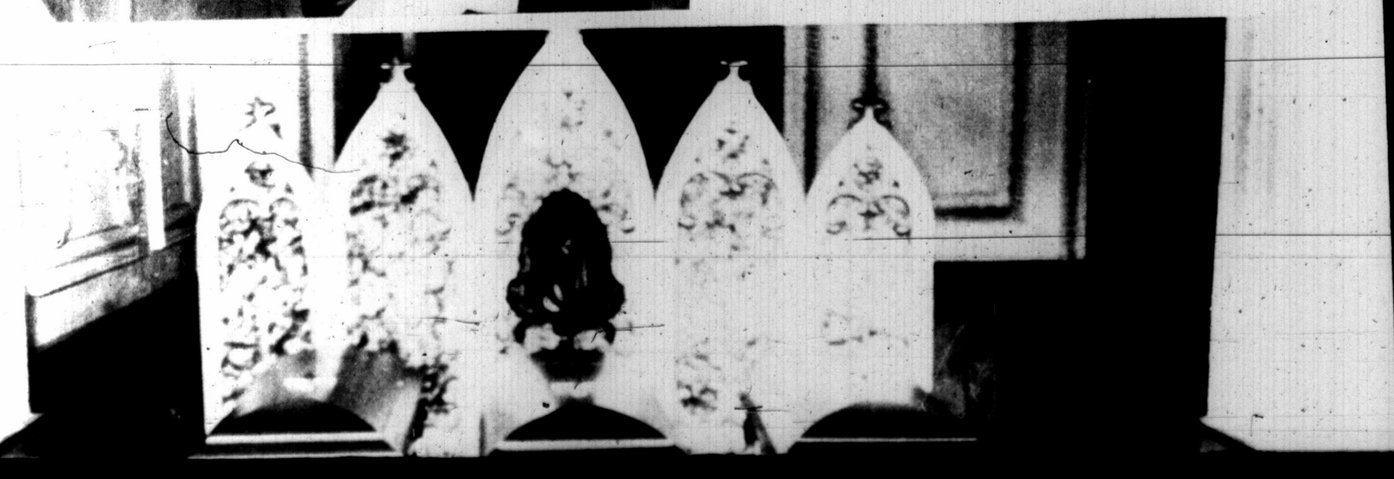
DON MARCOS Trazivuk, Gerente General de Exportación de la L. C. Smith and Corona Typewritters Co., y antiguo amigo del DIARIO, nos visitó recientemente acompañado de su representante en Cuba Sr. Fernández, siendo ambos atendidos por nuestro Jefe de Publicidad, Sr. R. Benítez (Foto D. M.)



MISS CUBA Deportiva 1938. Ha recaído el preciado título en la simpática deportista Nena Gutiérrez que tendrá el orgullo de poder ceñirse la simbólica corona en los próximos juegos olímpicos centroamericanos (F. D. M.)



LA NUEVA Junta de Gobierno del Centro Montañés para el bienio 1938-1939. En un sencillo acto tomaron posesión los señores Ricardo Puente Caballero, primer vicepresidente; Pedro Barreda Gutiérrez, Secretario; Baldomero González, Viceteso-rero y los vocales señores Picos, Ferreiro del Río, Cubria, Emilio Riguero Moral, Nazabal, Francisco de la Vega, Iturzun y Pellón (Foto D. M.)



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



MISS CUBA Deportiva 1938. Ha recaído el preciado título en la simpática deportista Nena Gutiérrez, que tendrá el orgullo de poder ceñirse la simbólica corona en los próximos juegos olímpicos centroamericanos (F. D.)



LA NUEVA Junta de Gobierno del Centro Montañés para el bienio 1938-1939. En un sencillo acto tomaron posesión los señores Ricardo Puente Caballero, primer vicepresidente; Pedro Barreda Gutiérrez, Secretario; Baldomero González, Vicetesorero y los vocales señores Picos, Ferreiro del Río, Cubria, Emilio Riguero Moral, Nazabal, Francisco de la Vega, Irurzun y Pellón (Foto D. M.)



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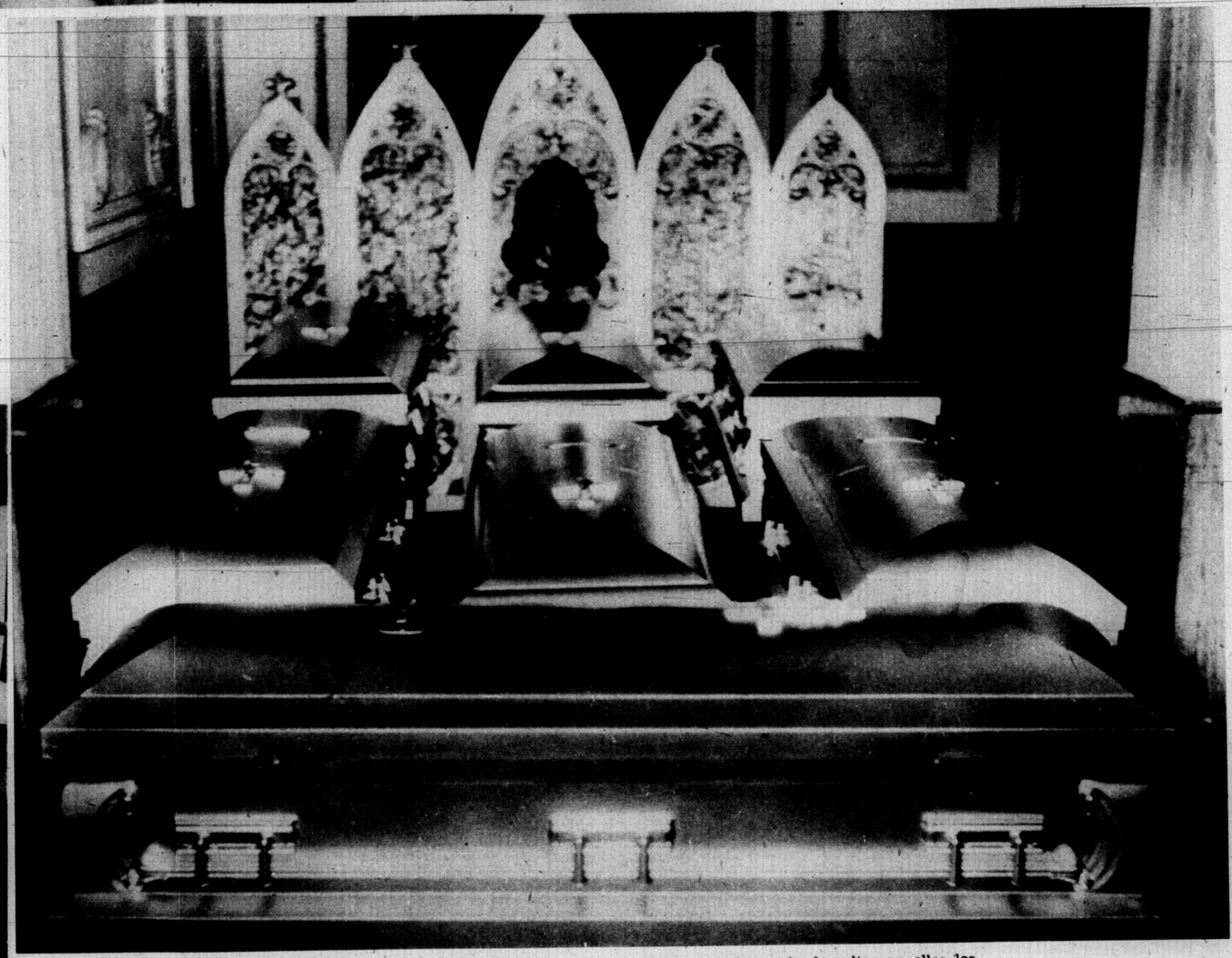

EN EL LUJOSO salón de exposición de la Funeraria «Caballero», fué tomada anoche esta foto de los siete ataúdes de metal acabados en plata, que serán embarcados en el crucero «Cuba» y trasbordados después al «Patria», al objeto de depositar en ellos los cadáveres de los infortunados aviadores cubanos, que conducidos ahora en sarcófagos de bronce remitidos a Colombia por la propia importante Funeraria «Caballero» (F D)



EL NUEVO Subsecretario del Trabajo, doctor José Joaquín Chalons, aparece ya actuando en su despacho con el Director del Trabajo, comandante Govea y el jefe de Despacho doctor José Suárez Rivas (F. D. M.)

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

AUG 31 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

AG 500.61 (9-20-37) IMMEDIATE ACTION
(Misc.)B

September 23, 1937

Subject: Flight of Dominican Aircraft over U. S. Territory.

To: The Commanding General, Second Corps Area,
Governors Island, New York.

1. Reference is made to First Indorsement from this office of September 8, 1937, on copy of a letter from the Secretary of State, dated August 26, 1937, on the above subject.

2. The following is the itinerary of the Dominican airplane referred to in the correspondence cited:

October 13	-	San Juan, Puerto Rico (Then to South America)
December 2	-	Tampico, Mexico
December 2	-	Brownsville, Texas
December 2	-	San Antonio, Texas
December 3	-	Fort Worth, Texas
December 4	-	St. Louis, Missouri
December 5-6	-	Washington, D.C.
December 7-8	-	New York City (Then to Canada)
December 11	-	Boston, Massachusetts
December 11	-	Richmond, Virginia
December 12	-	Jacksonville, Florida
December 13	-	Miami, Florida

By order of the Secretary of War:

Adjutant General.

SAME LETTER SENT TO:
Commanding General, Third Corps Area, Baltimore, Md.
Commanding General, Fourth Corps Area, Atlanta, Ga
Commanding General, Eighth Corps Area, Fort Sam Houston, Texas.
Chief of the Air Corps
Commanding General, GHQ Air Force, Langley Field, Va.

Copy for G2/2079-59
Sept 20 1937
EJ

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

OCW/EJ JBC

IMMEDIATE ACTION.

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-S-9
17
WAR DEPARTMENT

AG 560.61 (9-20-37)
(Misc.)B

September 23, 1937.

Subject: Flight of Dominican Aircraft over U. S. Territory.

TO:

The Commanding General, First Corps Area,
Boston, Massachusetts.

1. Inclosed for your information is copy of a letter from the Secretary of State, dated August 26, 1937, and its inclosures, together with copy of War Department reply dated September 5, 1937, on the above subject.

2. The itinerary of the Dominican airplane referred to in the correspondence is as follows:

October 15	-	San Juan, Puerto Rico (Then to South America)
December 2	-	Tampico, Mexico
December 2	-	Brownsville, Texas
December 2	-	San Antonio, Texas
December 3	-	Fort Worth, Texas
December 4	-	St. Louis, Missouri
December 5-6	-	Washington, D.C.
December 7-8	-	New York City (Then to Canada)
December 11	-	Boston, Massachusetts
December 11	-	Richmond, Virginia
December 12	-	Jacksonville, Florida
December 13	-	Miami, Florida

By order of the Secretary of War:

Adjutant General.

2 incls:
copy let.frm. S/S 8-26-37 with 2 incls.
" let.frm S/S 9-3-37.

Copy for G2 /2079-59 Sept 20 1937
EJ

Supplies
Same letter sent to:
Commanding General, Seventh Corps Area, Omaha, Nebr

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

G-2
JBC

G-2/2079-59

September 24, 1937

Noted
J. B. Coulter
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
AUG 1 1941
2079-59-18
WAR DEPARTMENT

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Landing of Cuban airplanes at San Juan, Puerto Rico.

The Secretary of War directs that the Commanding General, Second Corps Area, be advised of the landing of three Cuban airplanes at San Juan, Puerto Rico, on or about October 12 and again about December 17, 1937, as described in the Cuban Ambassador's note of September 18, 1937, enclosed with letter from the Secretary of State (IC 839.2310/14), dated September 22, 1937.

These three Cuban airplanes, with one Dominican airplane (AG 580.81 (8-28-37)), contemplate landing at San Juan in the course of their Pan American Good Will Flight to stimulate interest in the erection of the Christopher Columbus Memorial Lighthouse.

1] Received A. G. O. SEP 28 1937

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

hbr

ACTION TAKEN: 1st Ind. to CG, 2 CA, inclosing cy.W.D.reply to Secy.of State. 9-29-37. CCW/bm

OCS/18718-38

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

2074-59

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-59
-18-
WAR DEPARTMENT

Noted
B. Coulter

IMMEDIATE ACTION

Subject: Landing of Cuban airplanes at San Juan, Puerto Rico.

AG 580.81
(9-22-37)Misc-B. 1st Ind. CCW/bm

War Dept., AGO, Sept. 29, 1937 - To the Commanding General, Second Corps Area.

For his information, attention being invited to the inclosed copy of War Department letter of September 27th to the Secretary of State.

By order of the Secretary of War:

B. Y. Read

2 Inclosures. Adjutant General.
1 - No change.
Added:
2 - Cy.ltr.to Secy.of State, 9-27-37.

COPY FOR: G-2.

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

WAR DEPARTMENT
Office of the Chief of Staff
WASHINGTON, D.C.

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
G-2
JBC
2079-59
Noted
J. B. Coulter
WAR DEPARTMENT

In reply refer to
G-2/2079-59

SEP 27 1937

The Honorable

The Secretary of State.

Dear Mr. Secretary:

The Secretary of War requests me to acknowledge the receipt of your letter of September 22, 1937 (IC 839.2310/14), enclosing a copy of a note from the Cuban Ambassador dated September 18, 1937.

The War Department perceives no objection to granting the permission requested by the Cuban Ambassador for three Cuban airplanes piloted by Cuban military aviators to fly over Puerto Rico, landing at San Juan, on or about October 12, and again about December 17, 1937, in the course of their Pan American Good Will Flight.

Sincerely yours,

(Sgd) S. D. EMBICK

Acting Chief of Staff.

hbr

Dispatched
A.G.O.
Sep 27 1937
SEP 27 1937
OUT
OFFICE OF CHIEF OF STAFF
SEP 25 1937
18718-38
IN
IN
OFFICE OF CHIEF OF STAFF

Noted in WPD - 9/24/37
WPD concurs

18.0.81 (9-22-37)

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

AUG 1 1941 OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-59
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WAR DEPARTMENT

Extracts.

Memo. from Chief of Air Corps, October 19, 1937, to The Adjutant General.

Recommending that an aerial escort be provided for Pan American Good Will Flight by Cuban and Dominican aircraft. as follows:

a. Three airplanes from the A.C.T.C. to meet the flight at Brownsville, Texas, abt. Dec. 2nd to accompany flight to Fort Worth, Tex.,arriving abt. Dec. 3d. Two of these planes to return to San Antonio, home station, and third plane to continue with flight to St.Louis, Mo. Upon reaching St.Louis the plane will return to San Antonio.

b. Flight to be taken over at St. Louis by escort plane from GHQ AF, accompanying flight to Canadian Border, and meet flight when returns to the U.S. and contineu with flight to Miami, Fla.

c. Arrangmets. will be made for an escort of 3 airplanes from GHQ AF to meet flight on last stop before reaching Washington, escort same to New York City, and for another escort to meet flight at Boston and accomany same to Richmond, Va.

d. Estimated not to exceed 15 days will be required for flight. The per diem required will probably not exceed $200.00 Nec. funds in hands of Chief of A.C. can be made available for purpose.

Reasons for recommending escort:

a. The good will which will be created not only in Cuba and the Dominican Republic, but also, to a lesser extent, in So. American republics, due to advertising which this courtesy extended to flight will receive in foreign countries. Our action in so doing will facilitate the arrangement of flghts by our own aircraft over the countries concerned, and also over So. American countries.

b. Having the flight accompanied by an escort of Army aircraft will prevent the flight from flying over restricted areas in the U.S.,such as happened in the case of the HINDENBURG.

c. The escort of Army aircraft will prevent the possibility of forein flight becoming lost, due to bad weather, with the attendant risk of crac -up, etc. Any such undesirable incident in a flight as highly speciali zed as this one will be has an undesirable effect upon the public attitude toward aviation in general.

The GHQ AF was been consulted and will be glad to cooperate in this matter.

Memo. G-3/38727 to Cof S, Oct. 23/37, approved above recommendations of Chief of A.C.

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

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

G-2
JBC
2079-59
21

G-2/2079-59

October 28, 1937

MEMORANDUM for Assistant Chief of Staff, G-3:

Subject: Pan American Good Will Flight of Cuban and Dominican Aircraft.

Reference your memorandum of October 23, 1937, G-3/38727, in view of the fact that preliminary arrangements for the Cuban - Dominican flight over United States territory were made by the governments concerned through the Department of State, it is recommended that, before final action is taken to provide an escort of U. S. Army airplanes as recommended by the Chief of the Air Corps, the matter be referred to that Department to ascertain whether or not there is any objection to the proposed action.

Encl.
G-3/38727, 10-23-37,
hbr w. encl.

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

MAILED EXECUTIVE OFFICE G-2 G.S. OCT 29 1937

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

COPY

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-59
22
WAR DEPARTMENT

DEPARTMENT OF STATE
WASHINGTON

November 12, 1937

In reply refer to
IC 839.2310/24

My dear Mr. Secretary:

I have received your letter of November 4, 1937, suggesting the desirability of providing an aerial escort to accompany the Pan American Good Will Flight through the United States.

I believe that such an escort would be highly desirable and would be appreciated by the Governments of Cuba and the Dominican Republic. If you will advise me as to the details of the arrangements, I shall be pleased to transmit the information to the pilots through their respective Governments.

No definite information is available as to the date on which the planes will enter the territory of the continental United States. The Cuban Embassy, however, has informed this Department that under the present plans their planes will land at San Juan, Puerto Rico, about November 13 or 14, and on the return trip about January 18. It is therefore assumed that the planes will cross the United States early in January.

Sincerely yours

For the Secretary of State:

/s/ Sumner Welles
Under Secretary.

letter of Nov. 4 prepared by G-4.

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

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

G-2
JBC
2079-59
23
dm

G-2/2079-59

November 15, 1937

MEMORANDUM FOR ASSISTANT CHIEF OF STAFF, G-3:

Subject: Aerial Escort for Pan American Good Will Flight.

Transmitted herewith is a letter from the Secretary of State which was forwarded to this Division by The Adjutant General. It is requested that the information specified in the second paragraph be supplied this office for transmission.

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

Encl.
Ltr. fr. Sec.of
State, 11-12-37.
hbr

MAILED EXECUTIVE OFFICE G-2 G.S. NOV 15 1937

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

1 encl
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
AUG 1 1941
2079-57
24
WAR DEPARTMENT
dn

SECRET

International Columbian Flight. The International Columbian Flight, sponsored by the Republics of Cuba and Santo Domingo, arrived in San Juan November 12th. It consisted of three Cuban airplanes (one army, two navy) and one Dominican army airplane. The purpose of the flight is to promote good-will and attract attention to the proposed commemorative Columbus Lighthouse which is to be erected on the coast of the Dominican Republic to perpetuate the memory of Columbus. The entire flight were the guests of the 65th Infantry during their stay in Puerto Rico. A parade was held in their honor, to which the consuls of all governments represented in Puerto Rico were invited. The leader of the flight conveyed a written message from the Chief of Staff of the Dominican Army to the Commanding Officer, U. S. Troops in Puerto Rico, outlining the purpose of the flight and conveying appreciation for the courtesy of the 65th Infantry in acting as hosts for the flyers. The airplanes left for Trinidad on November 14th.

Source: Weekly Summary, C. G., Post of San Juan, P. R., 11/17/37.

SECRET

M/A + F/L - to make + return.

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

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

1 enc G-2 PDC
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G-2/2079-59
AG 580.81 (9-20-37)
(Misc.)B

December 11, 1937

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Pan American Good Will Flight.

The Secretary of War directs that the contents of the attached report of the Military Attache, Havana, Cuba, be brought to the attention of the Commanding General, G.H.Q. Air Force, and the Commanders of Corps Areas previously notified of a proposed flight over U. S. territory by a Dominican aircraft.

The Secretary of War further directs that:

a. Inquiry be made of the Governor of the Panama Canal, by radio, whether or not the proposed flight of three Cuban and one Dominican aircraft through the Canal Zone about December 29th will be agreeable.

b. Copy of the attached report of the Military Attache, Havana, Cuba, be furnished the Commanding General, Panama Canal Department, directing him to consult with Governor, Panama Canal. Dominican pilot is Major Frank Felix Miranda. Flight authorized by War Department if approved by Governor.

RECEIVED DEC 13 1937 MISCELLANEOUS DIV A.G.O.

11 Received A. G. O. DEC 13 1937

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

Encl.
hbr

ACTION TAKEN:
Ltr Ind. to GHQ, 2, 3, 4 & 8, GA 1st 7 +ac
Rad to Gov., P.C. cy to Pan. Canal, Wash
& C.G. PCD (copies to G-2)
12-13-37
CCD/vmt

G-2

2079-59-24 (12-11-37)

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

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-59
-24-
WAR DEPARTMENT

OF COPY OF: Report No. 5488 November 16, 1937.

SUBJECT: Pan American Good Will Flight.

AG 580.01
(11-16-37) Misc.-3 1st Ind. GCD/ent

War Department, AGO, December 13, 1937. - The Commanding General,
First Corps Area.

For his information.

By order of the Secretary of War:

Adjutant General.

The above indorsement also sent to: CSR 2, 3, 4, 8 4

CG 7th CA
CofAC
CG GHQ a.f.

COPY FOR: G-2

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

IMMEDIATE ACTION

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-59
-24
WAR DEPARTMENT

ON COPY OF: Report No. 5488. November 16, 1937.

SUBJECT: Pan American Good Will Flight.

AG 580.81
(11-16-37) Misc.-B 1st Ind. CCD/vmt

War Department, AGO, December 13, 1937. - To the Commanding General, Panama Canal Department.

You are directed to consult with Governor, Panama Canal. Dominican pilot is Major Frank Felix Miranda. Flight authorized by War Department if approved by Governor. Attention is invited to the inclosed copy of radiogram to the Governor, Panama Canal.

By order of the Secretary of War:

Adjutant General.

1 Incl.
cy. rad. 12-13-37

Copy for: G-2

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

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

2079-57
25

AGO 580.81
(11-16-37) WAR DEPARTMENT
GCD/vmt

December 13, 1937

GOVERNOR

PANAMA CANAL

BALBOA HEIGHTS, C. Z.

INFORMATION REQUESTED IF THE PROPOSED FLIGHT OF THREE CUBAN AND ONE DOMINICAN AIRCRAFT THROUGH THE CANAL ZONE ABOUT DECEMBER TWENTY NINTH WILL BE AGREEABLE STOP COMMANDING GENERAL PANAMA CANAL DEPARTMENT DIRECTED TO CONSULT WITH YOU AND

CONLEY
THE ADJUTANT GENERAL

COPY FOR: G-2
Chief of Office, Panama Canal, Washington, D.C.
Commanding General, Panama Canal Dept.

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

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

1 ene
2079-59
26
dw

Subject: Pan American Good Will Flight.

AG 580.81
(12-20-37)Misc.

CCD/bm

AGO, Dec. 21, 1937 - To G-2.

Re G-2/2079-59, Dec. 11, 1937.

JMR

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

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

Enc 1
2C 1-1 2079-59
26
dw

Lima, December 20, 1937.

No. 167.

Subject: Visit of the Four Airplanes on Propaganda Tour for the Columbus Lighthouse.

The Honorable

The Secretary of State,

Washington, D.C.

Sir:

I have the honor to report that the four airplanes making a tour of the American countries in order to arouse interest in and procure contributions toward the building of the Columbus Lighthouse in the Dominican Republic, now are in Lima. Having proceeded down the East coast of South America and then across from Argentina to Chile, the planes came to Lima after visiting La Paz.

The four airplanes, named the Colón, La Pinta, Santa Maria and La Niña, started from Arica toward Lima on Wednesday, December 15, expecting to arrive at this capital that same day. However, only one of them actually succeeded in reaching Lima on schedule, two of the

~ 3 Cuban planes crashed in Colombia 12-29-37

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

the others being forced down by fog at Pisco on the coast to the south of Lima and the other, La Niña, not being heard from until Friday, when it succeeded in flying to Pisco and it was announced that the pilot and mechanic, both Cubans, were uninjured. They stated that after they had lost sight of the other three planes and when they found themselves in dense fog, they decided to land and had effected a landing at a deserted spot on the coast some 60 miles south of Pisco. The plane having been slightly damaged in landing, it was necessary for them to repair it before they could fly on to Pisco, and this accounted for the delay in arriving there and announcing their safety. There had been great anxiety during the two days when there was no news of the plane and its occupants, and great relief was experienced when it was known that they were safe. One local newspaper carried an article suggesting that airplanes making such flights as this should always have with them carrier pigeons in order that they might release them in case of emergency. The writer of the article seemed to feel that the pigeons would fly to the nearest town, and did not suggest that he thought they might simply head for home no matter how far that might be.

Those composing the mission have been well received in Lima and are being shown many courtesies. Meanwhile the four airplanes are being thoroughly gone over at the Peruvian military airfield of Las Palmas in order that they may be in proper condition to continue their flight northward. tomorrow.

Respectfully yours,

RMdeL/eaw
File 030.

A true copy of the signed original. Eaw

Laurence A. Steinhardt

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

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
AUG 1 1941
WAR DEPARTMENT

G:HrG 2079-59
14 27

THE PANAMA CANAL

WASHINGTON OFFICE

WASHINGTON

ADDRESS REPLY TO
CHIEF OF OFFICE
THE PANAMA CANAL
WASHINGTON, D. C.

December 20, 1937

The Adjutant General, U. S. Army,
War Department,
Washington, D. C.

Dear Sir:

There is quoted below an item contained in a radiogram, dated Balboa Heights, Canal Zone, December 18, 1937, received for you from the Governor of The Panama Canal:

"Reference your radio 14th proposed flight one Dominican and three Cuban airplanes, it is assumed air craft in question are those now on Good-will Flight in South America. No official information concerning flight has been received other than your radio. No objection to flight through nor landing in Canal Zone provided compliance is made with regulations governing air navigation in Canal Zone including routes followed, get special authority for any firearms and ammunition, and have cameras sealed at last point of departure before entering Zone. If purpose of flight other than assumed above please advise. Commanding General concurs."

copy mailed at this date 12-13-37.

In order that the files of this office may be complete, will you please furnish a copy of your radiogram of December 14, 1937, referred to in the above-quoted message and also any subsequent radiograms which may be sent direct to the Governor regarding this flight.

Very respectfully,

F. B. Heimer,
Acting Chief of Office.

11 Received A. G. O. DEC 20 1937

(In duplicate)

RECEIVED
DEC 20 1937
MISCL DIV

18.81 12-20-37

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

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

1 enc
2079-59
28
dw

DEPARTMENT OF STATE

DIVISION OF PROTOCOL

December 22, 1937

MEMORANDUM FOR COLONEL COULTER

Attached hereto is a schedule of the Columbus Light House Good Will Flight received from our Legation at Santo Domingo.

You will note that the fliers are due to arrive at Brownsville on January 2. Our latest information is that they are already about four days over due on their schedule so that they should actually arrive in the United States about January 6 or 7.

We are in touch with the Dominican Legation and if we hear anything further I will not fail to let you know.

S. Woodward

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

OFFICE CHIEF OF STAFF
AUG 1 1941
MIL. INTEL. DIV.
WAR DEPARTMENT

enc 1
2079-59
28

FÉCHA APROXIMADA DE ARRIBADA Y TIEMPO DE ESTANCIA EN CADA ESCALA DE LOS AVIONES QUE REALIZARAN EL VUELO PANAMERICANO PRÒ FARO DE COLON

-o-

Punta Torrecilla, R. D.	Novbre.	12	1937
San Juan, P. R.	"	13 y 14	"
Fort de France	"	15	"
La Guaira-Caracas	"	16 y 17	"
Port of Spain	"	18	"
Paramaribo	"	19	"
Belen do Para	"	20	"
San Luis	"	20	"
Fortaleza	"	21	"
Pernambuco	"	21	"
Bahía	"	21	"
Río de Janeiro	"	22 y 23	"
Sao Paulo	"	24	"
Asunción	"	25 y 26	"
Montevideo	"	27 y 28	"
Buenos Aires	"	29 y 30	"
Rosario	Dicbre.	1	"
Villa Mercedes	"	2	"
Mendoza	"	"	"
Valparaiso-Santiago	"	3 y 4	"
Antofagasta	"	5	"
Arica	"	6	"
La Paz	"	7 y 8	"
Lima	"	9 y 10	"
Talara	"	11	"
Guayaquil	"	12	"
Quito	"	13 y 14	"
Bogotá	"	15 y 16	"
Medellín	"	17	"
Panamá	"	18 y 19	" 22 ó 23
San José	"	20 y 21	"
Managua	"	22 y 23	"
Tegucigalpa	"	24 y 25	"
San Salvador	"	26 y 27	"
Guatemala	"	28 y 29	"
Veracruz	"	30	"
Ciudad México	"	31 y	1En. 1938
Tampico	Enero	2	"
Brownsville	"	2	" 6 ó 7
San Antonio	"	2	"
Fort Worth Dallas	"	3	"
San Luis	"	4	"
Washington	"	5 y 6	"
New York	"	7 y 8	"
Montreal	"	9 y 10	"
Boston	"	11	"
Richmond	"	11	"
Jacksonville	"	11	"
Miami	"	12	"
Habana	"	13 y 14	"
Santiago de Cuba	"	15	"
Kingston	"	16	"
Port-au-Prince	"	17 y 18	"
Punta Torrecilla	"	19	"

u.

copy to alo 12/22

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By AMF NARS, Date 05/04/89

SCHEDULE OF COLUMBUS LIGHT HOUSE GOOD WILL FLIGHT

Panama	December	18 & 19	21-23
San Jose	"	20 & 21	
Managua	"	22 & 23	
Tegucigalpa	"	24 & 25	
San Salvador	"	26 & 27	
Guatemala	"	28 & 29	
Veracruz	"	30	
Ciudad Mexico	"	31 & Jan. 1	
Tampico	January	2	
Brownsville	"	2	6
San Antonio	"	2	
Fort Worth - Dallas	"	3	7
St. Louis	"	4	8
Washington	"	5 & 6	9-10
New York	"	7 & 8	11-12
Montreal	"	9 & 10	13-14
Boston	"	11	
Richmond	"	11	
Jacksonville	"	11	
Miami	"	12	
Habana	"	13 & 14	
Santiago	"	15	
Kingston	"	16	
Port-au-Prince	"	17 & 18	
Punta Torrecilla	"	19	

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

G-2
JBC

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-59
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WAR DEPARTMENT

G-2/2079-59
AG 580.81 (12-20-37)

December 22, 1937

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Pan American Good Will Flight.

The Secretary of War directs that a radiogram substantially as follows be sent to the Governor of the Panama Canal:

Provisions of your radio eighteenth communicated to Dominican and Cuban Goodwill Flight through State Department. Expect arrive twentyfourth or twentyfifth.

11 Received A. G. O. DEC 22 1937

hbr

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

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

Lt. Colonel, G.S.C.,
Executive Officer, G-2.

ACTION TAKEN:
rad Gov. of Pan
w/ cy P.C., Wash, D.C.
& G-2
12-22-37
CCD/vmt
Chief of Office

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

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
AUG 1 1941
2079-59
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AGO 580.81 WAR DEPARTMENT
(12-22-37) Misc.-B
CCD/vmt

December 22, 1937

THE GOVERNOR OF THE PANAMA CANAL

BALBOA HEIGHTS, C.Z.

PROVISIONS OF YOUR RADIO EIGHTEENTH COMMUNICATED TO DOMINICAN AND CUBAN GOODWILL FLIGHT THROUGH STATE DEPARTMENT STOP EXPECT ARRIVE TWENTYFOURTH OR TWENTYFIFTH

CONLEY
THE ADJUTANT GENERAL

COPY FOR: Chief of Office,
The Panama Canal, Washington, D. C.
G-2

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

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
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JBC
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WAR DEPARTMENT

G-2/2079-59
AG 580.81 (9-20-37)
(Misc.)B.

December 22, 1937

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Pan American Good Will Flight.

Reference your letters of September 23, 1937, to Corps Area Commanders concerned, there is enclosed herewith for their information, latest schedule of the Pan American Good Will Flight. Flight is now about four days over due and should arrive in the United States about January 6th or 7th.

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

Encl.
hbrd A. G. O. DEC 23 1937

Action taken by letter to COs 1st, 2nd, 3rd, 4th, 7th, 8th, 9th and P.C.Dept., Chief of Air Corps & GHQ Air Force

CCD:HAR Dec 23

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

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-59
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WAR DEPARTMENT

2079-59

December 22, 1937

MEMORANDUM to Chief, Division of International Conferences,
Department of State.

Subject: Pan American Good Will Flight.

Confirming telephone communication with Mr. Smith of the Division of International Conferences yesterday, the Governor of the Panama Canal advises there will be no objection to the Dominican and Cuban aircraft on their Pan American Good Will Flight flying through or landing in the Canal Zone, provided compliance is made with regulations governing air navigation in the Canal Zone, including routes followed. Special authority should be obtained for any firearms and ammunition, and cameras sealed at last point of departure before entering the Canal Zone.

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

John B. Coulter,
Lieut-Colonel, General Staff,
Foreign Liaison Officer.

hbr

12-22-37
HBR

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

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

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2079-59
33
dw

Pan American Good Will Flight of Cuban and Dominican Aircraft.

AG 580.81
(12-13-37)(Misc.)C CCD:ALC

AGO, December 22, 1937 - To G-2.

Reference G-3/38727, Par. III 2. (12-13-37).

5 Incls.
Class case AG 580.81(10-19-37)
Draft of ltr fr Sec. of War
G-3 Memo (11-1-37)
G-2 Memo (11-15-37 with ltr fr
State Dept. (11-12-37).
Copy ltr to C of AC,(12-22-37)(added).

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

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.

encl 1

CCD:ALC 2079-59
33

WAR DEPARTMENT

AG 580.81
(12-13-37)(Misc.)C.

December 22, 1937.

Pan American Good Will Flight of
Cuban and Dominican Aircraft.

The Chief of the Air Corps.

1. Reference your letter of October 19, 1937, one airplane piloted by an officer of the U. S. Army Air Corps will be detailed to accompany the Pan American Good Will Flight throughout its itinerary in the United States to aid them through navigation difficulties. This officer will be familiar with Air Commerce regulations governing flights over federal airways and into controlled airports and will speak Spanish. His detail to accompany the Flight will be for the sole purpose of escorting the Flight over United States territory and he will assume no responsibility or expenses in connection with arrangements for the care of personnel or planes or any ceremonies. From present indications it appears the Flight will enter the United States early in January, 1938. Further information on the schedule will be furnished you by the Military Intelligence Division as it becomes available.

2. The name of the officer to be designated for this duty will be submitted to the Assistant Chief of Staff, G-2, at an early date. All details concerning the escort in connection with this Flight will be arranged between your office and the Assistant Chief of Staff, G-2, who is charged with extending courtesies to this Flight in coordination with the Department of State.

By order of the Secretary of War:

E. R. Householder

Adjutant General.

COPY FOR G-2.

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

G-2
AUG 1 1941 OFFICE CHIEF OF STAFF JBC
MIL. INTEL. DIV.
2079-59
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WAR DEPARTMENT

WAR DEPARTMENT
Office of the Chief of Staff
WASHINGTON, D.C.

In reply refer to
G-2/2079-59
AG 580.81 (10-19-37)

The Honorable

The Secretary of State.

Dear Mr. Secretary:

With reference to your letter of November 12, 1937 (IC 839.2310/24), the Secretary of War requests me to advise you that the arrangements made by the War Department to escort the Pan American Good Will Flight over United States territory include the following:

One airplane piloted by an officer of the Army Air Corps will accompany the flight throughout its itinerary in the United States to aid them through navigation difficulties. This officer will be familiar with Air Commerce Regulations governing flights over federal airways and into controlled airports and will speak Spanish. His detail to accompany the flight will be for the sole purpose of escorting the flight over United States territory and he will assume no responsibility or expense in connection with arrangements for the care of personnel or planes or for any ceremonies. It is understood that the use of military fields is not involved.

The name of the officer to be designated for this duty will be communicated to you as soon as the selection is made.

It is requested that the War Department be informed, as long in advance as possible, of the definite date of the arrival of this flight in the United States.

Sincerely yours,

hbr

Chief of Staff.

Col. Wooten, G-3, advised by phone that the Chief of Staff approved G-3 memo. provided the use of military fields was not involved.

To Sec. of St.
DEC 27 1937
Pap

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

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
G-2 JBC
2079-59
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WAR DEPARTMENT

WAR DEPARTMENT
Office of the Chief of Staff
WASHINGTON, D.C.

In reply refer to
G-2/2079-59
AG 580.81 (10-19-37)

The Honorable

The Secretary of State.

Dear Mr. Secretary:

With reference to your letter of November 12, 1937 (IC 839.2310/24), the Secretary of War requests me to advise you that the arrangements made by the War Department to escort the Pan American Good Will Flight over United States territory include the following:

One airplane piloted by an officer of the Army Air Corps will accompany the flight throughout its itinerary in the United States to aid them through navigation difficulties. This officer will be familiar with Air Commerce Regulations governing flights over federal airways and into controlled airports and will speak Spanish. His detail to accompany the flight will be for the sole purpose of escorting the flight over United States territory and he will assume no responsibility or expense in connection with arrangements for the care of personnel or planes or for any ceremonies. It is understood that the use of military fields is not involved.

The name of the officer to be designated for this duty will be communicated to you as soon as the selection is made.

It is requested that the War Department be informed, as long in advance as possible, of the definite date of the arrival of this flight in the United States.

Sincerely yours,

hbr

Chief of Staff.

Col. Wooten, G-3, advised by phone that the Chief of Staff approved G-3 memo. provided the use of military fields was not involved.

To Sec. of St.
DEC 27 1937
Rap

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

AUG 1 1941
OFFICE CHIEF OF STAFF G-2
MIL. INTEL. DIV. JBC
2079-59
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WAR DEPARTMENT

2 encl

G-2/2079-59

December 28, 1937

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Pan American Good Will Flight.

This Division concurs in the recommendation of the Chief of the Air Corps in the attached letter of December 28, 1937, on the subject, Letter of Instructions to Officer Accompanying Good Will Flight.

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

Encl.
Ltr. fr. OCofAC, w.
encl.
hbr

20 a90
DEC 28 1937

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

Encl 1
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OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
AUG 1 1941

1-1 2079-59
35

WAR DEPARTMENT

December 28, 1937

Letter of Instructions to Officer Accompanying Good Will Flight.

The Adjutant General.

1. It is recommended that a letter, substantially as attached hereto, be issued to the officer from Barksdale Field, Shreveport, Louisiana, accompanying the Pan American Good Will Flight in the United States.

2. Orders detailing Major James M. Gillespie, Air Corps, and a mechanic to accompany the Pan-American Good Will Flight are being requested by separate communication. The Commanding General, GHQ Air Force and the Commanding Officer, Barksdale Field have been consulted and have stated that Major Gillespie is available for this duty.

For the Chief of the Air Corps:

Incl.-Draft of letter.

M. F. Davis,
Lieut. Colonel, Air Corps.
Executive.

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

AUG 1 1941
(2) OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

December 28, 1937

Letter of Instructions to Officer
Accompanying Good Will Flight.

Major James M. Gillespie, A.D.,
Barksdale Field,
Shreveport, La.

1. A Good Will Flight consisting of three Cuban airplanes piloted by Lieutenant Antonio Menendez Palaez, Lieutenant Reiseeh, and Lieutenant Alfredo Jimenez, and one Dominican airplane piloted by Major Frank Felix Miranda, will visit the United States early in January. Their proposed itinerary within the United States is:

Brownsville, Texas,
San Antonio, Texas
Fort Worth, Texas
Dallas, Texas
St. Louis, Missouri
Washington, D. C.
New York, New York
Thence to Montreal, Canada,

and return to:

Boston, Mass.,
Richmond, Virginia,
Jacksonville, Fla.,
Miami, Fla.,
Thence to Havana, Cuba.

2. On December 27, 1937, these planes were at Cali, Colombia.

3. The officer accompanying the Good Will Flight will arrive at Brownsville previous to the entry of the Good Will Flight from Mexico to the United States, will confer with the personnel of the flight after their landing at Brownsville, and will thereafter accompany the flight as long as it is within the continental limits of the United States. Meeting the flight again as soon as practicable after they re-enter the United States from Canada, he will then accompany the flight until its departure from Miami, Florida. Orders will issue later.

4. His responsibility will be limited to giving advice on the conduct of the flight from the point of one landing to another, and to accompanying the flight from point to point within the continental limits of the United States, for the purpose of aiding in compliance with Department of Commerce

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

regulations, avoiding areas over which flying is prohibited, guiding them in the event of bad weather or other unforeseen contingency, and showing them the location of the landing fields, manner of approach, and best landing area.

5. The U. S. Army officer accompanying the flight will have no responsibility with regard to the reception of the Good Will Flight at the various points where it will stop, nor will he have any responsibility concerning ground arrangements for accommodation of foreign personnel, housing, servicing, or repair, etc., other than United States owned equipment, nor any responsibility concerning public relations or publicity in connection with the flight.

6. In emergency where repairs and/or supplies are required by the Good Will Flight, and commercial supplies and/or service are not available, the officer accompanying the flight will lend assistance by calling on Air Corps stations and depots for such repairs, supplies and services as may be necessary. This assistance will be furnished on a reimbursable basis as prescribed in Section 2, AR 95-30.

7. The Commanding Officer of the station furnishing the plane will be directed to furnish one enlisted mechanic to accompany the flight. A $5.00 per diem for him will be authorized. Order will issue later.

8. All landings of the Good Will Flight will be made on commercial airdromes.

9. You will arrange with the Commanding Officers of nearby Air Corps stations to furnish you the necessary mechanics, etc., where required in connection with U. S. government owned equipment. Where practicable and convenient, it is preferable for your airplane to be kept at Army Air Corps stations near the commercial flying fields where the Good Will Flight stops. Where impracticable to use Army Air Corps facilities, available commercial facilities may be used under conditions and regulations governing normal cross country flights (see paragraph 5, AR 95-110, copy attached).

10. The airplanes of the Good Will Flight will cruise at approximately 150 miles per hour. An A-17A airplane, or one having equally high performance, is required for this trip.

11. While your responsibility on this flight is limited to doing everything in your power to facilitate the navigation from point to point, and while you have no official responsibility for any ground activities, you should do all in your power to make the stay of these officers in this

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

country pleasant and agreeable.

12. You will keep The Adjutant General of the Army informed by daily Government radio, or by commercial wire (Government collect) to the nearest Government radio station for relay to the War Department, of the progress of the flight and of any unusual incidents pertaining thereto, such as accidents or forced landings. Any question arising relative to the flight which requires the decision of higher authority will be sugmitted to The Adjutant General.

1 Incl.
AR 95-110.

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

ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

AUG 1 1942 (2) OFFICE CHIEF OF STAFF
MILITEL. DIV.
2079-59
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WAR DEPARTMENT

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

December 28, 1937

MEMORANDUM FOR A. C. of S., G-2.

Subject: Pan American Good Will Flight.

1. In compliance with letter of The Adjutant General (A.G. 580.81 (12-13-37)(Misc.)C), dated December 22, 1937, Major James M. Gillespie, Air Corps, now stationed at Barksdale Field, has been designated as the officer to accompany the Good Will Flight, as directed therein.

2. Orders for the travel by air of this officer in connection with the Flight and orders for an enlisted mechanic are being requested by separate communications, this date, from The Adjutant General.

3. Letter of instructions to Major Gillespie has been forwarded, this date, to The Adjutant General through the Executive Officer, G-2.

4. The exact date upon which this officer will be required to reach Brownsville, Texas, for the purpose of meeting the Good Will Flight cannot be determined at this time, but will be communicated to him by the Chief of the Air Corps at a later date.

4. On December 27th the Pan American Good Will Flight was at Cali, Colombia. The Flight was expected to reach Panama about noon Wednesday, December 29th. According to the original itinerary of the flight, they were to reach Panama on December 18th. It is, therefore, probable that the flight will not reach Brownsville before the 12th of January. The Chief of the Air Corps will, however, keep in touch with any changes in the proposed itinerary.

For the Chief of the Air Corps:

H. H. C. RICHARDS,
Colonel, Air Corps,
Air Liaison Officer

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

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-59
37
WAR DEPARTMENT

EG

GRAY

Panama via N. R.

Dated January 4, 1938

Rec'd 1:45 p.m.

Secretary of State,

Washington.

1, January 4, 9 a.m.

Referring to Department's telegram No. 1, January 3, 7 p.m., Dominican Consul General announced through press on January 2 that flight has been officially ~~canceled~~. Major Miranda will await in Panama arrival of remains of Cuban officer and will accompany them to Habana.

CORRIGAN

RR:WC

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

G-2
JBC

G-2/2079-59
AG 590.81 (12-22-37)

AUG 1 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-59
38

January 6, 1938

WAR DEPARTMENT

Noted
J. B. Coulter

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Cancellation of Pan American Good Will Flight.

With reference to our memorandum of December 22, 1937, enclosing schedule of the Pan American Good Will Flight, the Secretary of War directs that the military authorities concerned be advised that the flight has been officially cancelled due to the crash of Cuban airplanes in Colombia and death of Cuban pilots.

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

hbr

NOTED - CHIEF OF STAFF
JAN 8 1938

NOTED - DEPUTY CHIEF OF STAFF
JAN 10 1938

18718-411

IN



Received A. G. O. JAN 10 1938

Action by Radios to
CGS, 1, 2, 3, 4, 7, 8th Corps Areas
and the
CG, Panama Canal Department, Quarry Heights, C.Z.
copies furnished to Chief of the Air Corps
The Chief of Office, The Panama Canal,
Washington, D.C.,
and the Commanding General, GHQ Air Force
Langley Field, Va.

JAN 10 1938

OUT

OUT



1-11-38 EJ

OFFICE OF CHIEF OF STAFF

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

WAR DEPARTMENT
~~WAR DEPARTMENT GENERAL STAFF~~
MILITARY INTELLIGENCE DIVISION G-2
WASHINGTON

Col. Coulter —

The Cubans are already 'phoning me for permission on this request. Will you please act on it as soon as possible and give me a reply by telephone.

Since writing this letter the Cuban Embassy has ascertained that the itinerary

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
MILITARY INTELLIGENCE DIVISION G-2
WASHINGTON

will be
Detroit
Atlanta
Jacksonville
Miami.

Thanks

J. L. Pinkerton

Capt. Lt. 351

(Because of bad weather the Cubans want to leave immediately if possible).

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

SEP 17 1937
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-60
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WAR DEPT.
32

COPY

DEPARTMENT OF STATE
WASHINGTON

September 15, 1937

In reply refer to
IC 839.2310/11

The Secretary of State presents his compliments to the Honorable the Secretary of War and transmits herewith two notes of the Cuban Ambassador dated September 10, 1937, in which permission is requested for First Lieutenant Antonio Menendez Pelaez and Second Lieutenant Rene Basarrate, of the Cuban Navy, to fly Stinson Reliant Airplanes, Model SR-9D 1937, from Wayne, Michigan, to Habana, Cuba.

It is requested that this Department be informed whether the War Department perceives any objection to the proposed flight.

A similar communication is being addressed to the Navy Department.

Enclosures:

From Cuban Embassy
nos. 651 and 652,
September 10, 1937.

9-15-37
Delivered to Foreign Liaison Office
by Mr. Pinkerton, State Dept.

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

COPY

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

Exc 1
1 1 17 1937
2079-60
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EMBAJADA DE CUBA
Washington, D. C.

The Cuban Ambassador presents his compliments to His Excellency the Secretary of State, and has the honor to request that the necessary action be taken to grant permission to First Lieutenant Antonio Menendez Pelaez, of the Cuban Navy, to fly a Stinson Reliant Airplane, Model SR-9D 1937, Wright Motor 285 H.P., from Wayne, Michigan to Havana, Cuba, which airplane has been purchased by the Sociedad Colombista de la Habana, from the Stinson Aircraft Corporation, for the Good Will Inter-American Flight for the erection of the Columbus Lighthouse in the Dominican Republic.

The Ambassador wishes to express his thanks for this courtesy.

September 10, 1937.
651.

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

COPY

SEP 17 1987
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

1-1

2079-60

1

EMBAJADA DE CUBA
Washington, D. C.

The Cuban Ambassador presents his compliments to His Excellency the Secretary of State, and has the honor to request that the necessary action be taken to grant permission to Second Lieutenant Rene Basarrate of the Cuban Navy, to fly a Stinson Reliant Airplane, Model SR-9D 1937, Wright Motor 285, H.P., from Wayne, Michigan, to Havana, Cuba, which airplane has been purchased by the Cuban Navy from the Stinson Aircraft Corporation, for the Good Will Inter-American Flight for the erection of the Columbus Lighthouse in the Dominican Republic.

The Ambassador wishes to express his thanks for this courtesy.

September 10, 1937.

652.

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

In reply refer to
G-2/3079-60

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

SEP 17 1937
G-2
JBC
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
3079-60
2
WAR DEPARTMENT

The Honorable

The Secretary of State.

Dear Mr. Secretary:

With reference to your letter of September 15, 1937 (IC 839.2310/11), concerning the Cuban Ambassador's request that permission be granted for First Lieutenant Antonio Menendez Pelaez and Second Lieutenant Rene Rasurrate, of the Cuban Navy, to fly Stinson airplanes from Wayne, Michigan, to Havana, Cuba, the Secretary of War requests me to state that there is no objection on the part of the War Department.

Sincerely yours,

Chief of Staff.

bap

O.K. WPD R.T.S.

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

G-2/2079-60

G-2
JBO

MAR 9 1938
Noted
B. Coulter

WAR DEPARTMENT

September 15, 1937

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Flight by Cuban Naval Officers.

The Secretary of War directs that telegrams substantially as follows be sent to the Commanding Generals, Sixth, Fifth and Fourth Corps Areas, substantially as follows:

Action taken by radio 9-16-37.
JCF

First Lieut. Antonio Menendez Pelaez and Second Lieut. Rene Basarrate, Cuban Navy, will in immediate future fly Stinson Reliant airplanes Model SR-9D 1937 from Wayne, Michigan, to Havana, Cuba, via Detroit, Atlanta, Jacksonville, Miami.

11 Received A.G.O. SEP 16 1937

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

bap

OFFICE OF CHIEF OF STAFF
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OFFICE OF CHIEF OF STAFF

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

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NOV 8 1937
DIRECTOR CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

2079-60
4

EMBASSY OF CUBA

Washington, D.C.

The Ambassador of Cuba presents his compliments to His Excellency the Secretary of State, and has the honor to request that the necessary action be taken to grant permission to Lieutenant Antonio Menendez Palaez and Lieutenant Feliciano Risech, of the Aviation Corps of the Cuban Navy, to fly a Stinson Reliant Airplane, No. 51, Model SR-9D 1937, Wright motor, over the following route: from Wayne, Michigan, to Buffalo, Albany and New York City, New York; Washington, D.C., Jacksonville and Miami, Florida, thence to Cuba.

The above mentioned Stinson Airplane has been purchased by the Cuban Government and exportation permit was requested from the Department by the Ambassador, in Note. No. 802, of November 1st, 1937.

The Ambassador wishes to express his thanks in advance for this courtesy.

November 1, 1937.

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

NOV 8 1937
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

16 mm
2079-60
4

COPY

DEPARTMENT OF STATE

WASHINGTON

November 2, 1937

In reply refer to
IC

The Secretary of State presents his compliments to the Honorable the Secretary of War and encloses a copy of a note from the Cuban Embassy dated November 1, 1937, requesting permission for the flight of a Cuban aircraft, piloted by Lieutenant Antonio Menendez Palaez and Lieutenant Feliciano Risech, from Wayne, Michigan, to Cuba via Buffalo, Albany and New York, New York, Washington, D.C., Jacksonville and Miami, Florida.

It is requested that this Department be advised whether the War Department perceives any objection to the granting of permission for the proposed flight.

A similar request is being made of the Navy Department.

Enclosure:
From Cuban Embassy,
Washington, November 1, 1937.

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

A.G. MAR 1938
Noted
Coulter
2079-60
WAR DEPARTMENT

AG 580.81 (9-15-37)(Misc.) B

September 16, 1937

Commanding General

Fourth Corps Area

Fort McPherson, Georgia.

First Lieutenant Antonio Menendez Pelaez and Second Lieutenant Rene Basarrate Cuban Navy will in immediate future fly Stinson Reliant airplanes Model SR DASH nine D nineteen thirty seven from Wayne Michigan to Havana Cuba via Detroit COMMA Atlanta COMMA Jacksonville COMMA Miami ~~XXX~~ END

BURNETT

MESSAGE CENTER
Send Same Radio to:

Commanding General, Fifth Corps Area, Fort Hayes, Ohio

Commanding General, Sixth Corps Area, Chicago, Illinois.

Adjutant General.

COPY FOR: Assistant Chief of Staff, G-2,
re G-2/2079-60, September 15, 1937.

cy mtg
& cyac

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

In reply refer to
G-2/2079-60

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

G-2
JBC
MAR 8 1937
MIL. INTEL. DIV.
2079-60
6
WAR DEPARTMENT

Noted
J. B. Coulter

SEP 16 1937

The Honorable

The Secretary of State.

Dear Mr. Secretary:

With reference to your letter of September 15, 1937 (IC 839.2310/11), concerning the Cuban Ambassador's request that permission be granted for First Lieutenant Antonio Menendez Pelaez and Second Lieutenant Rene Basarrate, of the Cuban Navy, to fly Stinson airplanes from Wayne, Michigan, to Havana, Cuba, the Secretary of War requests me to state that there is no objection on the part of the War Department.

Sincerely yours,

(Signed) MALIN CRAIG

Chief of Staff.

bap

Dispatched
from A.G.O.
SEP 16 1937

OFFICE OF CHIEF OF STAFF
18718-36

SEP 16 1937
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NND 740058
By AMF NARS, Date 05/04/89

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MAR 8 1938
WAR DEPARTMENT
MIL. INTEL. DIV.

2079-60

7

DEPARTMENT OF STATE

WASHINGTON

In reply refer to
IC 811.7961/226

September 22, 1937

2079-60

The Secretary of State presents his compliments to the Honorable the Secretary of War and transmits a copy of a note of the Cuban Ambassador dated September 16, 1937, requesting permission for Cuban military aviators to fly three Waco training airplanes, model F-3, from Troy, Ohio to Cuba.

It is requested that the Department of State be informed whether the War Department perceives any objection to the proposed flight.

A similar communication is being addressed to the Secretary of the Navy.

Enclosure:

From Cuban Embassy,
September 16, 1937.

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

COPY

EMBAJADA DE CUBA
WASHINGTON, D C.

MAR 8 1938
MIL., INTEL. DIV.
WAR DEPARTMENT

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2079-60
7

The Cuban Ambassador presents his compliments to His Excellency the Secretary of State, and has the honor to request that the necessary action be taken to grant permission to Aviation Lieutenant Ernesto Usatorres Ubieta, Mechanic Pilot Lieutenant Feliciano Risech Amat; Aviator Second Lieutenant Gustavo Novo Saborido, Aviator Second Lieutenant Aquilino Conde Soto; Aviator Second Lieutenant Abelardo Torres Odriozola, and Mechanic Aviator Corporal Arsenio Areces Hernandez, to fly three Waco Training Airplanes, Model F-3 with open cabins, from Troy, Ohio, to Cuba, over the following route: Troy, Cincinnati, Louisville, Nashville, Atlanta, Jacksonville and Miami.

These airplanes have been purchased by the Cuban Government for the Cuban Navy, from the Waco Aircraft Corporation.

The fusilages of these planes are painted navy grey, the upper part of the wings yellow, the Cuban flag painted on the rudders, and on the top of the left wing and bottom of the right wing, the Numbers 26, 27 and 28, respectively, and also a blue circle with a triangle and star.

These officers expect to leave Troy, Ohio, with these three airplanes about the end of September.

The exportation permits for the Waco Aircraft Corporation have already been requested by the Embassy from the State Department, in Note No. 658 of September 14th.

The Ambassador wishes to express his thanks for this courtesy.

September 16, 1937 P.M.F.

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

MAR 8 1938
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.

G-2
JBC

2079-60

WAR DEPARTMENT

G-2/2079-60

September 23, 1937

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Flight of three Waco training planes of Cuban Navy.

The Secretary of War directs that the Commanding Generals of Corps Areas Concerned be informed of the flight of three Waco training planes purchased by the Cuban Navy from Troy, Ohio to Cuba about the end of September via Cincinnati, Louisville, Nashville, Atlanta, Jacksonville and Miami. Planes manned by six Cuban military aviators. Fusilages painted navy grey, upper part of wings yellow, Cuban flag on rudders, top left wing and bottom right wing.

hbr

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

11 Received A. G. O. SEP 24 1937

Action by Radiosto CG 4th, 5th,
corps areas -

copies furnished to G2
Chief of AC
CG, GHQ A F

9-24-37 EJ

18.0.881 (9-23-37)

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

G-2
JBC

WAR DEPARTMENT
Office of the Chief of Staff
WASHINGTON, D.C.

MAR 28 1938
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
2079-60
WAR DEPARTMENT

In reply refer to
G-2/2079-60

SEP 24 1937
Noted
J. B. Coulter

The Honorable

The Secretary of State.

Dear Mr. Secretary:

The Secretary of War requests me to acknowledge the receipt of your letter of September 22, 1937 (IC 811. 7961/226). In reply, you are advised that the War Department perceives no objection to granting the permission requested by the Cuban Ambassador for Cuban military aviators to fly three [illegible] training airplanes, model F-3, from Troy, Ohio to Cuba.

Sincerely yours,

(Sgd) S. D. EMBICK

Acting Chief of Staff.

hbr

Dispatched
from A.G.O.
SEP 24 1937

SEP 23 1937
18718-37
IN
OFFICE OF CHIEF OF STAFF

SEP 24 1937
OUT
OFFICE OF CHIEF OF STAFF

G-2

811 (9-22-37)

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

RECEIVED 1937 SEP 23 PM 5:00
WAR DEPARTMENT
MIL., INTEL. DIV.

Noted
B. Coulter

2079-60

AG 560.81 (9-23-37)(Misc.)B

September 24, 1937.

CCW/EJ

PRIORITY RADIO
Commanding General, Fourth Corps Area,
Fort McPherson, Georgia.

Flight of three Waco training planes purchased by Cuban Navy from Troy comma Ohio to Cuba about end of September via Cincinnati comma Louisville comma Nashville comma Atlanta comma Jacksonville and Miami STOP Planes manned by six Cuban military aviators STOP Fusilages painted Navy grey upper part of wings yellow Cuban flag on rudders top left wing and bottom right wing.

BURNETT.

WAR DEPARTMENT MESSAGE CENTER:
Please send same radio to:
Commanding General, Fifth Corps Area, Ft.Hayes, Columbus, Ohio.

Adjutant General.

Copy for:
Chief of the Air Corps
Commanding General, GHQ Air Force, Langley Field

G2

Misc

G2/2079-60
Sept 23 1937
EJ

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

G-2
JBC

G-2/

MAR 30 1938
WAR DEPT. MIL. INTEL. DIV.
2079-60
11

November 2, 1937

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Cuban Ferry Flight over U. S. Territory.

The following information has been received from the Department of State this date, by telephone:

Lieutenant Antonio Menendez, Cuban Army, will ferry a Stinson Reliant airplane, Model SR-9-D, 1937, No. 51, purchased by the Cuban Government, from Wayne, Michigan, to Cuba by the following route, within the next day or two:

Wayne, Mich. - Buffalo, N.Y. - Albany, N.Y. - New York City, N.Y. - Washington, D.C. - Jacksonville, Fla. - Miami, Fla. - Cuba.

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

John B. Coulter,
Lieut-Colonel, General Staff,
Acting Executive Officer, G-2.

hbr

no comeback
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DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

PRIORITY

NOV 12 1938

2079-60

A.G. 580.81 (11-2-37) Misc. B.

ERH/IG

NOVEMBER 3, 1937.

COMMANDING GENERAL
SECOND CORPS AREA
GOVERNORS ISLAND, NEW YORK.

STATE DEPARTMENT ADVISES THAT LIEUTENANT ANTONIO MENENDEZ COMMA CUBAN ARMY WILL FERRY A STINSON RELIANT AIRPLANE MODEL SR DASH NINE DASH D NINETEEN THIRTY SEVEN NUMBER FIFTY ONE PURCHASED BY CUBAN GOVERNMENT FROM WAYNE MICHIGAN TO CUBA BY FOLLOWING ROUTE WITHIN NEXT DAY OR TWO COLON WAYNE MICHIGAN TO BUFFALO NEW YORK THENCE TO ALBANY NEW YORK THENCE TO NEW YORK CITY THENCE TO WASHINGTON D.C. THENCE TO JACKSONVILLE FLORIDA THENCE TO MIAMI FLORIDA THENCE TO CUBA STOP

CONLEY

WAR DEPARTMENT MESSAGE CENTER
PLEASE SEND SAME RADIO TO:
COMMANDING GENERAL, THIRD CORPS AREA, BALTIMORE, MD.
COMMANDING GENERAL, FOURTH CORPS AREA, FT. MCPHERSON, GA.
COMMANDING GENERAL, SIXTH CORPS AREA, CHICAGO, ILLINOIS.

Noted
J. B. Coulter

ADJUTANT GENERAL.

COPY FOR: Chief of Air Corps
G-2

RECEIVED
NOV 3 1937
M. & M. F. SEC.
EXEC. DIV.
A. G. O.

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

G-2
JBC

WAR DEPARTMENT
Office of the Chief of Staff
WASHINGTON, D.C.

MAR 8 1938
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-60
13
WAR DEPARTMENT

In reply refer to
G-2/2079-60

NOV 4 1937

The Honorable

The Secretary of State.

Noted
J. B. Coulter

Dear Mr. Secretary:

The Secretary of War requests me to acknowledge the receipt of your letter of November 2, 1937 (IC), enclosing a copy of a note from the Cuban Embassy dated November 1, 1937.

There is no objection on the part of the War Department to granting permission for the flight of a Cuban aircraft, piloted by Lieutenant Antonio Menendez Palaez and Lieutenant Feliciano Risech, from Wayne, Michigan, to Cuba over the route indicated, provided:

a. Flights over air space reservations delimited in Executive Order 7138 dated August 12, 1935, are prohibited.

b. No photographs are taken over United States territory.

Sincerely yours,

(Signed) MALIN CRAIG

Chief of Staff.

hbr

Dispatched
from A.G.O.
NOV 4 1937

NOV 3 1937
18718-42
IN 11 12 1 IN
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OFFICE OF CHIEF OF STAFF

G-2

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

COPY

DEPARTMENT OF STATE

WASHINGTON

MAR 8 1938
MIL. INTEL. DIV.
WAR DEPARTMENT

16 m
2079-60
14

In reply refer to
IC 811.7961/257

January 18, 1938

The Secretary of State presents his compliments to the Honorable the Secretary of War and encloses a copy of a note from the Cuban Embassy requesting permission for four Cuban military aircraft to fly over United States territory.

It is requested that this Department be advised whether the War Department perceives any objection to the granting of the desired permission.

This matter is also being referred to the Navy Department.

Enclosure:

From Cuban Embassy,
January 15, 1938.

9

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

COPY

EMBAJADA DE CUBA
Washington, D.C.

MAR 8 1938
DEPT OF STATE
MIL. INTEL. DIV.

Enc! 2079-60 14

WAR DEPARTMENT

The Charge d'Affaires ad interim of Cuba presents his compliments to His Excellency the Secretary of State, and has the honor to inform that his Governmeht has designated Pilot Captains Tomas Alvarez y Alonso, Florencio Ceballos Reyes, Manuel Orta Gonzalez and Leonard James Povey, and First Lieutenant Pilot Fernando del Valle y Diaz, all of the Aviation Corps of the Cuban Army, to fly three Curtiss-Wright Model 19-R Airplanes, which have been purchased by the Cuban Government from the Curtiss-Wright Corporation. These pilot officers will arrive in this country through the port of Miami in a Bellanca Airplane No. 103 of the Cuban Army, on Saturday morning, January 22, and will take the following route to Robertson, Missouri: Miami, Jacksonville, Atlanta, Nashville, and Robertson, Mo., where the above mentioned Curtiss planes are being held for delivery to them.

The Charge d'Affaires has the honor to request that authorization be kindly extended to said officers to make the flight from Havana to Miami and thence to their destination at Robertson, Mo., as well as for their return to Havana the latter part of January or the first week in February, in the Bellanca Airplane No. 103, and the three Curtiss planes, over the following route: Robertson, Mo., Nashville, Tenn., Atlanta, Ga., Jacksonville, Fla., Miami, Fla. , to Havana.

The Curtiss Airplanes will bear the numbers 50, 51 and 52, respectively, will be of aluminum metal finish, and will bear the standard Cuban insignia consisting of a white star within a triangular field of red and the whole within a circular field of blue, which insignia appears on the upper and lower surfaces of each wing, as well as a tail insignia consisting of a white star within a triangular field of red, the base of which extends along the entire leading edge of the rudder, the apex being at a point approximately one-third of the distance from the leading edge toward the trailing edge of the rudder, with the balance of the rudder area marked with alternate horizontal blue and white stripes. The planes will have provision for machine guns and will be equipped with bomb racks, but no armament material will be installed or carried.

The Charge wishes to express his thanks for this courtesy.

J.B.

January 15, 1938.

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

G-2
JBC

~~G-2/2537-218~~ (Mexico)
2079-60 (CUBA)

January 20, 1938

MAR 8 1938
WAR DEPARTMENT

2079-60
12

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Ferry Flights of Mexican and Cuban Aircraft over United States Territory.

The Secretary of War directs that the Corps Area Commanders concerned be advised of the following:

2537-218

1. Ten Corsair airplanes each carrying two machine guns and two bombracks purchased by Mexican Government piloted by Mexican Army personnel in command of Lieutenant Colonel Rafael Montero Ramos will be ferried to Mexico in immediate future from East Hartford, Connecticut, via Washington, Cincinnati, Memphis Shreveport, San Antonio and Laredo. Use of Army airfields not contemplated.

2. Captain Tomas Alvarez and four other officers of Cuban Army arriving Miami in Cuban Army Bellanca airplane No. 103 January 22nd enroute Robertson, Missouri via Jacksonville, Atlanta, Nashville to take delivery three Curtiss-Wright Model 19-R airplanes numbers 50, 51 and 52 equipped with bombracks and carrying Cuban Army insignia. Returning Cuba by same route latter part January or early February. Use of Army airfields not contemplated.

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

hbr

Comeback re 2537-218/24

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

~~2537-218~~
2079-60

January 21,1938

MAR 8 1938 WAR DEPT. GEN. STAFF, INTEL. DIV.
2079-60
16
WAR DEPARTMENT

MEMORANDUM FOR FILE

The following was telephoned to Mr. Smith (Division of International Conferences, Department of State), January 20, and again on January 21, 1938:

> For your consideration, attention is invited to the fact that approval of foreign aircraft to carry armament over or in departing from United States territory may establish an undesirable precedent. Furthermore, the granting of such permission to foreign nations may at some future date give rise to a situation that might seriously embarrass this Government.

John B. Coulter,
Lieut-Colonel, General Staff,
Foreign Liaison Officer.

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

G-2
JBC

WAR DEPARTMENT
Office of the Chief of Staff
WASHINGTON, D.C.

In reply refer to
G-2/2079-60

Noted
J. B. Coulter

MAR 8 1938
WAR DEPARTMENT

2079-60-17

(85-81-11) 18.0.9.4(11)

JAN 22 1938

The Honorable

The Secretary of State.

Dear Mr. Secretary:

The Secretary of War requests me to acknowledge the receipt of your letter of January 18, 1938 (IC 811. 7961/257), enclosing a copy of a note from the Cuban Embassy requesting permission for four Cuban military aircraft to fly over United States territory.

From the standpoint of its responsibilities for the national defense, the War Department will interpose no objection to granting the permission desired by the Cuban Embassy, provided:

a. Flights over air space reservations delimited in Executive Order 7138 dated August 12, 1935, are prohibited.

b. No photographs are taken over United States territory.

Dispatched
from A.G.O.
JAN 22 1938

Sincerely yours,

(Signed) MALIN CRAIG
Chief of Staff.

hbr

JAN 20 1938
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IN
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OFFICE OF CHIEF OF STAFF
OFFICE OF CHIEF OF STAFF

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

COPY

OCT 17 1938
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-60
18
WAR DEPARTMENT

DEPARTMENT OF STATE

WASHINGTON

October 13, 1938

IN 837.2311/59

My dear Mr. Secretary:

Reference is made to this Department's letter of June 4, 1931, enclosing a copy of a n instruction to the American Ambassador at Habana requesting that blanket permission be obtained for flights of United States service aircraft over Cuba. Upon the receipt of the instruction, the Ambassador wired the Department for authorization to offer reciprocal privileges to Cuban service aircraft. After consulting informally with your Department, the Navy Department and the Department of Commerce, this Department authorized the Ambassador to agree to the granting of reciprocal privileges if requested, but the Cuban Government granted the permission desired by this Government without raising the question of reciprocity. The permission has since been renewed annually and is currently in effect.

A note has now been received from the Cuban Ambassador requesting that reciprocal privileges be granted to Cuban service aircraft. I am enclosing for your information a translation of this note and I should appreciate your advising me whether you perceive any objection to the granting of the Ambassador's request.

Sincerely yours,

For the Secretary of State:

/s/ R. Walton Moore
Counselor.

Enclosure:
From Cuban Embassy
September 29, 1938.

The Honorable
Harry H. Woodring,
Secretary of War.

Lo Wpd. 10/18

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

OCT 17 1938
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

Encl 1
2079-60
18

COPY
(Translation)

Embassy of Cuba
Washington, D.C.

September 29, 1938

Excellency:

I have the honor to address Your Excellency to state the following to you:

On June 2, 1931, the Embassy of the United States in Cuba requested in the name of its Government, by note number 539, the granting of a general permit for a period of one year, to expire on June 30, 1932, for the aircraft of the War and Navy Departments of its country to fly over Cuba and land in Cuban territory without need of a specific application for authorization for each flight. On June 10, 1931, the Government of Cuba, through the Department of State, notified the American Embassy of the granting of the request referred to above. The Embassy replied to the said note on the 12th of the same month and year, giving thanks, in the name of its Government, for the concession and declaring that it had been requested for the purpose of eliminating the requirements (then required) of a specific application for each flight, the Embassy promising to notify the Government of Cuba of the details of those that were made.

Subsequently, on May 12, 1932, and likewise through the American Embassy at Habana, an extension of the arrangement or general permit for an additional period of one year was requested of the Government of Cuba. The Government of Cuba being desirous of complying with the request of that of the United States, it granted this new concession, and since then, up to the present, it has taken pleasure in agreeing to the annual extensions periodically requestedby Your Excellency's Government. It must be pointed out that since 1934, at the application of the United States itself, the permit has been extended to cover lighter-than-air craft (naves mas ligeras que el aire).

Having received instructions from my Government to request of Your Excellency's Government, invoking the principle of international reciprocity, the granting of the same facilities to Cuban aircraft, I am requesting Your Excellency to be good enough to take an interest (in securing) from your Government the granting of an annual permit identical with that granted to the United States Government, so that Cuban military and naval aircraft may fly over American territory and land thereon under the same conditions and with the same formalities as aircraft belonging to the United States War and Navy Departments now used in flying over and landing on Cuban territory.

A copy of a memorandum prepared by the Office of Protocol of the Department of State is enclosed, in which a chronological statement is made of the extensions requested and granted.

Accept, Excellency, the assurances of my very high and distinguished consideration.

V. Valdes Rodriguez.

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

COPY
(Translation)

Emb 2
2079-60
18

Republic of Cuba
Department of State

PROTOCOL

Re: Extension of the general permit granted to the aircraft of the U.S.A. to fly over and land on Cuban territory.

MEMORANDUM

On June 2, 1931, the Embassy of the United States of America in Cuba, in note number 539, in compliance with instructions from its Government, asked that a permit be granted by the Government ofCuba, for a period of one year, to expirt on June 30, 1932, for the aircraft of the War and Navy Departments of its country to fly over Cuba and land on Cuban territory without the necessity for a specific request for each flight. In this note the Embassy states that a similar agreement had been made with the countries of Central America, which had given satisfactory results. The Department of State acknowledged receipt of the said note and forwarded it to the Department of War and Navy, which informed the Department of State, on June 5th, that it agreed with real pleasure to the request of the American Embassy in Cuba. -

On June 10, 1931, the Department of State communicated to the American Embassy the favorable decision of the Government of Cuba. The Embassy mentioned replied to the said note on June 12th, expressing its thanks for the granting of the permit requested and stating that the object of the arrangement was the elimination of the present requirements OF A specific request for each flight, but that before it was performed the Embassy would notify the Cuban Government of the details thereof.

On May 12, 1932, the American Embassy, in note number 872, requested the extension of the arrangement or general permit for an additional period of one year, which would end June 30, 1933. The Department of State replied to the Embassy on the 27th of the same month and year, informing it that the extension of the permit requested was granted by the Government of Cuba.

On May 12, 1933, the American Embassy, in note number 3, requested a second extension to June 30, 1934; this new request for extension was granted by a note of June 17th of the same year.

On May 16, 1934, the American Embassy, innote number 76, requested a third extension to June 30, 1935, adding that the permit to be granted was to be made to cover lighter-than-air craft (naves mas ligeras que el aire). The request was transmitted by the Secretary of State to the Cabinet, the latter deciding, by resolution of June 8th, to grant the request made by tne American Embassy, which was communicated to the Ambassador in note number 1099, of June 15, 1934.

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

On May 23, 1935, the American Embassy, in note number 73, requested a fourth extension to June 30, 1936, the request being made to cover lighter-than-air craft. This note was forwarded to the Secretarion of National Defense, who advised this Department on June 7th that the renewal of the permit requested was agreed to, which was communicated to the Embassy in note number884, of June 12, 1935.

On June 6, 1936, the American Embassy, in note number 118, requested a fifth extension to June 30, 1937, the request being made to cover lighter-than-air craft. In note number 1180, of July 2nd, the Department of State informed the Embassy that the Government of Cuba took pleasure in agreeing to the renewal of the permit mentioned.

On June 5, 1937, the American Embassy, in note number 148, requested a sixth extension to June 30, 1938, the request being made to cover lighter-than-air craft. In note number 1452, of July 1, 1937, the Department informed the Embassy that the Government of Cuba took pleasure in granting the renewal of the permit mentioned.

On May 25, 1938, the American Embassy, in note number 125, requested a seventh extension to June 30, 193 9, the request likewise being made to cover lighter-than-air craft. In notenumber 1290, of June 22, 1938, the Department of State informed the Embassy that the Government of Cuba took pleasure in granting the renewal of the permit.

Habana, September 12, 1938.

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

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NOV 28 1938
WAR DEPARTMENT
MIL. INTEL. DIV.

2079-60
19

The Cuban Ambassador presents hi compliments to His Excellency the Secretary of State, and has the honor to request that authorization be kindly granted by the appropiate authorities to Captain Florencio Ceballos of the Cuban Army, to make a flight from St. Louis, Missouri, to Havana, Cuba, via Asheville, Atlanta, Jacksonville and Miami, in a Model 19-R Curtiss-Wright Airplane, one of the three planes mentioned in the Embassy's note of January 15, and the Department's note of January 25th. This plane was forced down near Atlanta because of bad weather conditions and returned to St. Louis for the necessary repairs. It is now ready to continue the flight to Havana, the other two airplanes having completed same as scheduled.

The Ambassador wishes to express his thanks in advance for this courtesy.

March 15, 1938.

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

EL AGREGADO MILITAR
EMBAJADA DE CUBA
WASHINGTON, D. C.

1-1
2079-60

NOV 28 1938
MIL. INTEL. DIV.
WAR DEPARTMENT

1 Enc
2079-60
19

March 15, 1938.

Colonel John B. Coulter,
Foreign Liaison Officer,
War Department,
Washington, D.C.

My dear Colonel Coulter:

I am enclosing herewith a copy of a note from this Embassy to the State Department requesting authorization for Captain Florencio Ceballos of the Cuban Army to make a flight from St. Louis, Mo., to Havana, Cuba, via Asheville, Atlanta, Jacksonville and Miami, in a Model 19-R Curtiss-Wright Airplane.

I beg you to lend me your kind cooperation in order that Captain Ceballos may be able to leave as soon as possible.

Thanking you very much for ~~your~~ kind attention to this matter, I remain,

Sincerely yours,

Major F. Munilla D.
Military Attaché,
Cuban Embassy.

FMD/JG.

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

COPY

NOV 28 1938
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

2079-60
20

department of state

WASHINGTON

March 16, 1938

In reply refer to
IC

The Secretary of State presents his compliments to the Honorable the Secretary of War and encloses a copy of a note from the Cuban Embassy requesting permission for the flight of a Cuban Army aircraft over United States territory.

It is requested that this Department be advised whether the War Department perceives any objection to the granting of the desired permission.

This matter is also being referred to the Navy Department.

Enclosure:

From Cuban Embassy, March 15, 1938. } as incl to letter from m/a

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

G-2
JBC
JBC

G-2/2079-60

NOV 28 1938
DEPT. OF STATE
MIL., INTEL. DIV.
WAR DEPARTMENT

2079-60
21

March 17, 1938

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Cuban Ferry Flight of One Aircraft.

The Secretary of War directs that the Commanders of Corps Areas concerned be informed of the following:

Within the next few days Captain Florencio Ceballos, Cuban Army, will ferry a Model 19-R Curtiss-Wright airplane from St. Louis, Missouri to Havana, Cuba, via Asheville, Atlanta , Jacksonville and Miami.

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff,G-2.

hbr

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

G-2
JBC
JBC

WAR DEPARTMENT
office of the Chief of Staff
WASHINGTON, D.C.

NOV 28 1938
WAR DEPARTMENT
MIL. INTEL. DIV.

2079-60
22

In reply refer to
G-2/2079-60

The Honorable

The Secretary of State.

Dear Mr. Secretary:

The Secretary of War requests me to acknowledge the receipt of your letter of March 16, 1938 (IC), and to advise you that there is no objection on the part of the War Department to granting the permission requested by the Cuban Embassy for the flight of a Cuban Army aircraft over United States territory as indicated, provided:

a. Flights over air space reservations delimited in Executive Order 7138 dated August 12, 1935, are prohibited.

b. No photographs are taken over United States territory.

Sincerely yours,

hbr

Chief of Staff.

Need WPD-L.75.

MAILED EXECUTIVE OFFICE G-2 G.S. MAR 17 1938

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

NOV 28 1938
ARMY CHIEF OF STAFF
M.I. INTELL DIV
WAR DEPARTMENT

2079-60
23

AG 580.81 (3-16-38)(Misc.) B

MARCH 19, 1938 CCW/EJ

Noted
J. B. Coulter

COMMANDING GENERAL

SEVENTH CORPS AREA

OMAHA NEBRASKA

WITHIN THE NEXT FEW DAYS CAPTAIN FLORENCIO CEBALLOS, CUBAN ARMY, WILL FERRY A MODEL NINETEEN DASH R CURTISS-WRIGHT AIRPLANE FROM ST. LOUIS MISSOURI TO HAVANA, CUBA via ASHEVILLE COMMA ATLANTA COMMA JACKSONVILLE AND MIAMI

CONLEY

WAR DEPARTMENT MESSAGE CENTER:
Please send same radio to:
Commanding General,

Fourth Corps Area,

Ft. McPherson, Georgia.

Adjutant General.

Copy for Chief of the Air Corps

~~Command~~ G2

G2/2079-60

March 17 1938
ej

RECEIVED
MAR 19 1938
M. & M. F. SEC.
EXEC. DIV.
A. G. O.

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

2079-60

March 19, 1938

NOV 28 1938
2079-60
24
WAR DEPARTMENT

Major Felipe Munilla,
Military Attache, Cuban Embassy,
Washington, D.C.

Dear Major Munilla:

I wish to acknowledge the receipt of your letter of March 15th, enclosing a copy of your Ambassador's note requesting permission for Captain Florencio Ceballos to ferry a Curtiss-Wright airplane from St. Louis, Missouri, to Havana, Cuba. This request was referred to the War Department in the usual manner, but I am unable to say what the decision will be as the responsibility for granting permission for flights over United States territory rests with the Department of State. Hoping you may receive their reply promptly, believe me

Sincerely yours,

MAILED G/2 W. D., G. S. MAR 21 1938

John B. Coulter,
Lieut-Colonel, General Staff,
Foreign Liaison Officer.

hbr

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

WPD
JWA
2079-60
25

WAR DEPARTMENT
WAR DEPARTMENT GENERAL STAFF
WAR PLANS DIVISION
WASHINGTON

A.G. No. 580.81 (10-12-38)

WPD No. 3326-21

Date October 20, 1938.

Subject: Reciprocal privileges for Cuban Government to fly airplanes over and land on American territory.

TO:		FOR:	
	The Adjutant General		Comment or concurrence
	Asst. Chief of Staff, G-1		Remark and recommendation
✓	Asst. Chief of Staff, G-2		Notation and return
	Asst. Chief of Staff, G-3		Necessary action
	Asst. Chief of Staff, G-4		File
	Secretary, General Staff		Noted in WPD

1. The War Plans Division finds no military objection to a reciprocal agreement with Cuba permitting flights of the service aircraft of the two countries, each over the area of the other, provided it is clearly understood that each will respect any airspace reservations that may be prescribed by the other, and that the operating personnel and the passengers of such aircraft are nationals of the respective countries.

2. At present we have certain airspace reservations over which we do not permit flights of our own commercial aviation. Whether Cuba has such reservations is unknown. In any case the agreement should protect our own.

3. Beyond this, it is thought that any agreement entered into should be made for but one year at a time, subject to renewal.

GEO. V. STRONG,
Brigadier General,
Assistant Chief of Staff.

Incl.
Ltr. AG 580.81 (10-12-38)
with Incl.

RECD Executive Office G-2 W.D.G.S. OCT 20 1938

gpg

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

G-2
JAC

WAR DEPARTMENT
Office of the Chief of Staff
WASHINGTON, D.C.

In reply refer to
G-2/2079-60
AG 580.81 (10-12-38)

NOV 28 1938

2079-60
26

The Honorable

The Secretary of State.

Dear Mr. Secretary:

Receipt is acknowledged of your letter of October 12, 1938 (IN 837.2311/59), transmitting a copy, in translation, of a note from the Cuban Ambassador with its enclosure.

The Secretary of War requests me to advise you that the War Department finds no military objection to a reciprocal agreement with Cuba permitting flights of the service aircraft of the two countries, each over the area of the other, provided it is clearly understood that each will respect any airspace reservations that may be prescribed by the other, and that the operating personnel and the passengers of such aircraft are nationals of the respective countries. Airspace reservations in the United States are delimited in Executive Order 7138 of August 12, 1935. Whether Cuba has such reservations is unknown.

It is believed desirable that these reciprocal privileges should be granted for one-year periods, as has been the practice in the past with regard to permission granted by Cuba for flights of United States aircraft over that country.

Sincerely yours,

Chief of Staff.

hbr

MAILED EXECUTIVE OFFICE G-2 G.S. OCT 22 1938

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

COPY

IN 837.2311/63

DEPARTMENT OF STATE
WASHINGTON
November 22, 1938

NOV 28 1938
MIL. INTEL. DIV.
WAR DEPARTMENT

2079-60
27

My dear Mr. Secretary:

Receipt is acknowledged of your Department's letter of October 24, 1938, stating that no objection is perceived to the granting of blanket permission for flights of Cuban service aircraft over United States territory.

After consulting the Navy Department and the Civil Aeronautics Authority, this Department has informed the Cuban Ambassador that the desired privileges will be granted for the year ending June 30, 1939, subject to compliance with all the applicable laws and regulations. The Cuban Ambassador was requested to advise this Department of the details of each flight as far in advance as possible, and I shall notify you whenever such information is received.

Sincerely yours,

For the Secretary of State:

/s/ R. Walton Moore

Counselor.

The Honorable

Harry H. Woodring,

Secretary of War.

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

DEC 2 1938
WAR DEPT

G-2
JAC

G-2/2079-60

2079-60
25

November 29, 1938

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Reciprocal privileges for Cuban Government to fly airplanes over and land on American territory.

The Secretary of War directs that Commanding Generals of Corps Areas be informed of the following:

In reciprocation for the privilege granted by the Government of Cuba for United States service aircraft to fly over and land in Cuba, the United States Government has extended corresponding privileges for flights of Cuban service aircraft over United States territory. This reciprocal agreement was made with the understanding that each country will respect any airspace reservations that may be prescribed by the other and that the operating personnel and the passengers of such aircraft are nationals of the respective countries. These reciprocal privileges are granted for one year periods, terminating June 30th. Details of each flight shall be given by each country as far in advance as possible.

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

hbr

MAILED EXECUTIVE OFFICE G-2 G.S. NOV 30 1938

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

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2079-60
29

OCT 18 1938
WAR DEPARTMENT
MIL. INTEL. DIV.

COPY

DEPARTMENT OF STATE

WASHINGTON

IN 837.2311/63 November 25, 1938

The Secretary of State presents his compliments to the Honorable the Secretary of Warand with reference to the letter of November 22, 1938 encloses a copy of a note from the Cuban Embassy concerning the proposed flight to Miami of a Cuban military aircraft.

Enclosure:

From Cuban Embassy,
November 23, 1938.

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

OCT 16 1939
ARMY WAR COLLEGE
MIL. INTEL. DIV.
WAR DEPARTMENT

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2079-60
29

COPY

Embajada de Cuba

Washington, D.C.

The Charge d'Affaires ad interim of Cuba presents his compliments to His Excellency the Secretary of State, and in accordance with the note of the Department of November 22nd, granting reciprocity privileges for flights of Cuban military and naval airplanes over United States territory for the period ending June 30, 1939, subject to compliance with applicable laws and regulations of the United States Government, has the honor to inform that the Cuban Army plans to send as soon as possible, the Bellanca military airplane, No. 103, to the shops of the Pan American Airways in Miami, Florida, for about three days, for adjustment of its propeller and will be piloted by the following persons: Captain Pilot Florencio Ceballos; Captain Pilot Tomas Alvarez Alonso; Sergeant Mechanic Julian Travaillot y Serrate, and Second Sergeant Jose Andriarena Aramberri.

November 23, 1938.

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

G-2
JAC

G-2/2079-60

OCT 16 1939
MIL. INTEL. DIV.
WAR DEPARTMENT

2079-60
30

November 29, 1938

NOTED
J. A. CRANE

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Reciprocal privileges for Cuban Government to fly airplanes over and land on American territory.

The Secretary of War directs that Commanding Generals of Corps Areas be informed of the following:

In reciprocation for the privilege granted by the Government of Cuba for United States service aircraft to fly over and land in Cuba, the United States Government has extended corresponding privileges for flights of Cuban service aircraft over United States territory. This reciprocal agreement was made with the understanding that each country will respect any airspace reservations that may be prescribed by the other and that the operating personnel and the passengers of such aircraft are nationals of the respective countries. These reciprocal privileges are granted for one year periods, terminating June 30th. Details of each flight shall be given by each country as far in advance as possible.

(11-29-38)

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

Rec'd Back A. G. O. NOV 30 1938

hbr

RECEIVED
NOV 30 1938
MAIL DIV
A. G. O.

ACTION TAKEN:
ltr to CGs/all CAs
w/ cy G-2
11-30-38
GDG/vmt

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

2079-60

030/rnt

AG 580.81
(11-22-38) Misc.-B

November 30, 1938.

2079-60

Reciprocal privileges for Cuban Government to fly airplanes over and land on American territory.

31

The Commanding General,
First Corps Area,
Boston, Massachusetts.

NOTED
J. A. CRAN

In reciprocation for the privilege granted by the Government of Cuba for United States service aircraft to fly over and land in Cuba, the United States Government has extended corresponding privileges for flights of Cuban service aircraft over United States territory. This reciprocal agreement was made with the understanding that each country will respect any airspace reservations that may be prescribed by the other and that the operating personnel and the passengers of such aircraft are nationals of the respective countries. These reciprocal privileges are granted for one year periods, terminating June 30th. Details of each flight shall be given by each country as far in advance as possible.

By order of the Secretary of War:

E. R. Householder
Adjutant General.

The above letter also sent to:

CG 2nd CA
CG 3rd CA
CG 4th CA
CG 5th CA
CG 6th CA
CG 7th CA
CG 8th CA
CG 9th CA

COPY FOR: ✓ G-2

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

G-2
JAC

G-2/2079-60

OCT 16 1939
WAR DEPARTMENT
A.G.O., INTEL. DIV.

2079-60
32

December 2, 1938

NOTED
W.A.CRANE

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Flight of Cuban Airplane to Miami, Florida.

Returned is letter from Secretary of State dated November 25, 1938 concerning the proposed flight to Miami of a Cuban military aircraft for notification to Fourth Corps Area. Reply to letter of Secretary of State is not necessary.

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

Encl.
hbr

Rec'd Back D.C. DEC 3 1938

RECEIVED
DEC 3 1938
Miami, Fla.
A. G. O.

ACTION TAKEN: To CG 4th CA by 1st Ind. 12-5-38.
jcf

(8-25-11) 18.0

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

COPY

OCT 16 1939
MIL. INTEL. DIV.
WAR DEPARTMENT

2079-60

AG 580.81
(9-29-39) M.

1st Ind. GDG/iad 33

War Department, AG, October 5, 1939 - To the Chief of the Air Corps.

For remark and recommendation.

By order of the Secretary of War:

E. R. Householder
Adjutant General

2nd Ind.

War Department Office, Chief of the Air Corps, Washington, D. C.,
October 6, 1939. To: The Adjutant General.

Approval is recommended.

For and in the absence of
The Chief of the Air Corps:

B. K. Yount
B. K. Yount, Brig. General, A.C.
Assistant Chief of the Air Corps

1 incl. n/c

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

COPY

1 C 1

UNITED AIRCRAFT CORPORATION
EXPORT DIVISION
East Hartford, Connecticut

2079-60

September 29, 1939

33

Reference: Materiel Division
Radio E 381 of
September 9, 1939

Adjutant General
War Department
Washington, D. C.

Subject: Flyaway Delivery by foreign personnel of Military Aircraft

Dear Sir:

On June 22, this corporation sold to the Cuban Airforce, as agent for the Stearman Aircraft Division of Boeing Airplane Company, three Model 73-B-1 Stearman airplanes, equipped with Wright R760-AT engines.

The Cuban Government desires to send three pilots to Wichita to accept the airplanes at the factory and fly them to Havana. We are advised that the airplanes in question will be ready for delivery on or before October 25, 1939.

On September 14, the Air Corps representative at the Stearman factory officially notified the company, copy of which notification is attached, that in accordance with Materiel Division Radio E 381, dated September 9, 1939, it would be impossible for the Cuban officers to fly the airplanes unless they have a certificate which includes provision that the airplane will not leave continental United States, not be operated further than fifty-mile radius from the plant, and that the operating personnel are familiar with the Neutrality provisions and will not violate the same in any manner.

We were under the impression that the regulations set forth by the Material Division referred specifically to airplanes for and personnel of belligerent nations. However, this apparently was an error if the Air Corps' representative's interpretation as per the attachment is correct.

We respectfully request permission for the Cuban officers to test the airplanes and fly them from Wichita to Havana, Cuba.

Very truly yours,

EXPORT DIVISION

J. M. Barr, Assistant Secretary

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

C O P Y

OCT 16 1939 MIL. INTEL. DIV. WAR DEPARTMENT

C 1
2079-60
33

Stearman Aircraft Company

Wichita, Kansas
September 14, 1939

Foreign Airplanes

Stearman Aircraft Company
Wichita, Kansas

1. There is quoted below instructions received by this office from the Chief, Materiel Division, Wright Field, Dayton, Ohio, relative to flights of foreign airplanes or airplanes produced for foreign nations:

> "E 381 effective upon receipt this telegram you will take such action as is necessary to insure that no foreign airplanes or airplanes produced for foreign nations within your area are flown by foreign personnel unless and until operating personnel have accompanying certificate which includes provision that airplane will not leave continental United States, not be operated farther than a fifty mile radius from the plant and that operating personnel are familiar with neutrality provisions and will not violate the same in any manner."

2. It is requested that all of the provisions of the above quoted telegram be complied with prior to flight of any foreign airplane or any airplane produced by you for a foreign nation. In order that there be no misunderstanding in the matter, it is requested that this office be communicated with in the most expeditious manner before any flight is made which comes within the instructions and intent of the above quoted telegram.

3. It is requested that receipt of this communication be acknowledged.

Ray G. Harris,
Major, Air Corps,
Air Corps Representative.

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

16 nc

OCT 16 1939
DEPT. OF STATE
MIL., INTEL. DIV.

2 EBH:JG 9-60

WAR DEPARTMENT

A.G. 580.81
(9-29-39) M

War Dept., AGO, Oct. 6, 1939 - To G-2.

Attention is invited to the attached telegram which has NOT been acknowledged.

2 Incls.
Incl. No. 2 added.
Telegram

REC'D Executive Office G-2, W.D.G.S. OCT 7 1939

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

COPY

Encl

HARTFORD CONN OCT 6

OCT 16 1939
WAR DEPARTMENT
INTEL. DIV.

2079-60
34

ADJUTANT GENERAL WAR DEPT.

RESPECTFULLY REQUEST ADVICE RELATIVE OUR LETTER SEPTEMBER 29TH SUBJECT QUOTE FLYAWAY DELIVERY BY FOREIGN PERSONNEL OF MILITARY AIRCRAFT UNQOTE. WE ARE ADVISED CUBAN PILOTS LEAVING HAVANA FOR WICHITA SHORTLY. CONSEQUENTLY REQUEST YOU EXPEDITE INSTRUCTIONS TO US EARLIEST CONVENIENCE

UNITED AIRCRAFT EXPORT DIVN.

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

G-2
JAC

OCT 16 1939
MIL. INTEL. DIV.
WAR DEPARTMENT

2079-60
35-

October 7, 1939

NOTED
J. A. CRANE

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Flyaway delivery by foreign personnel of military aircraft.

1. The Secretary of War directs that a telegram substantially as follows be sent to the Export Division, United Aircraft Corporation, East Hartford, Connecticut:

No objection test and flyaway delivery by four Cuban pilots Wichita to Havana.

2. The Secretary of War further directs that a telegram substantially as follows be sent to the Air Corps Representative, Stearman Aircraft Company, Wichita, Kansas:

No objection test and flyaway delivery by four Cuban pilots Stearman airplanes Wichita to Havana.

4 AGO
OCT 7 1939
Rec'd Book

E. R. W. McCabe,
Colonel, General Staff,
Assistant Chief of Staff, G-2.

Encls. corres.returned.
bap

Action taken by radiograms
as directed 10-7-39 ahc

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

OCT 16 1939 STATE DEPT. INTEL. DIV.

2079-60

A.G. 580.81 36

(10-10-39) M

ERH: IG

OCTOBER 10, 1939

WAR DEPARTMENT

NOTED
J. A. CRANE

MAJOR RAY G. HARRIS

AIR CORPS REPRESENTATIVE

WICHITA KANSAS

REYOUR TELEGRAM THIS DATE TO UNITED AIRCRAFT EXPORT DIVISION RELATIVE NECESSARY PAPERS FOR CUBAN PILOTS FLYING STEARMAN AIRPLANES FROM WICHITA TO HAVANA WHICH HAS BEEN TRANSMITTED TO THIS OFFICE PERIOD CUBAN EMBASSY IS HANDLING QUESTION OF PAPERS FOR THESE PILOTS THROUGH THE CIVIL AERONAUTICS AUTHORITY

ADAMS

COPY FOR: Chief of Air Corps
Re his 2d Ind. Oct. 6, 1939

G-2

RECEIVED OCT 10 1939 DIST. MUNITIONS BLDG. A. G. O.

REC'D Executive Office G-2 WD OCT 11 1939

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

CABLE ADDRESS "UNITEDAIR"
ALL STANDARD CODES

TELEPHONE 8-2112

UNITED AIRCRAFT CORPORATION

EXPORT DIVISION

EAST HARTFORD, CONNECTICUT, U. S. A.

2079-60

OCT 25 1939 37

WAR DEPARTMENT
M.I.D., INTEL. DIV.

2079-60

37

October 10, 1939

WAR DEPARTMENT

To: Adjutant General
War Department
Washington, D. C.

Subject: Flyaway delivery by foreign personnel of military aircraft.

Reference: A. Materiel Division Radio E-381 of Sept. 9, 1939.

Reference: B. United Aircraft letter of September 29 to Adjutant General.

Dear Sir:

We beg to correct the letter referred to in reference B above in which we requested permission for three Cuban pilots to accept delivery of Stearman airplanes at Wichita Kansas and fly them to Havana, Cuba.

This was in error, as there are four airplanes to be delivered, and we are now advised that Cuba is sending a party consisting of seven commissioned and non-commissioned officers to Wichita.

We would like to express our appreciation of the prompt telegraphic permission from Boston, signed Adams Washn.

Very truly yours,

EXPORT DIVISION

JMB:BWC

J. M. Barr, Assistant Secretary

RECEIVED OCT 13 1939 MISCL BR A.G.O.

14 A G O
OCT 12 1939
Received

REC'D Executive Office G-2, W.D.S.G. OCT 14 1939

All quotations are subject to acceptance within 30 days unless specifically stated otherwise in writing; and all contracts or agreements are contingent upon strikes, fires, accidents, delays of carriers and other causes beyond our control.

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

2079-60

OCT 25 1939
MIL. INTEL. DIV.
WAR DEPARTMENT

2079-60
36

October 17, 1939

Subject: Flyaway delivery of military aircraft by Cuban Army personnel.

To: Air Corps Representative, Stearman Aircraft Company, Wichita, Kansas.

1. With reference to the War Department's radiogram of October 7th, we now are informed that the Cuban Government is about to send seven commissioned and non-commissioned officers to Wichita to take delivery of four airplanes. The visit of this personnel at the Stearman plant for the purpose indicated has the War Department's approval.

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

MAILED G/2 W. D. G. S. OCT 17 1939

J. A. Crane,
Colonel, General Staff,
Foreign Liaison Officer.

hbr

Copies to: Stearman Aircraft Company (Washington Representative) } 10/17/39
A.C.
O.N.I.

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

2079-60

OCT 25 1939 WAR DEPARTMENT

2079-60
39

October 17, 1939

Mr. J. M. Barr, Assistant Secretary,
United Aircraft Corporation,
Export Division,
East Hartford, Conn.

Dear Sir:

Your letter of October 10th, addressed to The Adjutant General, has been referred to me for reply.

The Air Corps Representative and the Stearman Aircraft Company have been informed of the pending arrival of seven commissioned and non-commissioned officers from Cuba to take delivery of four airplanes for the Cuban Government.

Sincerely yours,

MAILED G/2 W. D. G. S. OCT 17 1939

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

J. A. Crane,
Colonel, General Staff,
Foreign Liaison Officer.

hbr

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

COPY

DEPARTMENT OF STATE
WASHINGTON

October 19, 1939

OCT 25 1939
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
2079-60
40
WAR DEPARTMENT

IN 811.7961/421

My dear Mr. Secretary:

The Department of State is in receipt of a note from the Charge d'Affaires ad interim of the Cuban Embassy in Washington informing the Department that the Cuban Government has purchased four planes from Stearman Aircraft, Inc., Wichita, Kansas, for the use of the Cuban Army.

For the information of the War Department, the following personnel will arrive in Wichita on or about October 25, 1939, for the purpose of testing the planes:

Captain (Pilot) Tomas Alvarez Alonso
First Lieut. (Pilot) Guillermo Someillan y Gonzalez
First Lieut. (Pilot) Laureano Garcia y Berrocal
First Lieut. (Pilot) Antonio J. Herrera y Toledo
First Lieut. (Pilot) Carlos Pascual y Pinard
First Sergeant (Mechanic) Julian Travaillot y Ferrato
Second Sergeant (Mechanic) Gregorio Gonzalez y Cruz.

On or about October 28, the planes will be flown to Habana by the following route:

Wichita - Tulsa
Tulsa - Little Rock
Little Rock - Memphis
Memphis - Birmingham
Birmingham - Montgomery
Montgomery - Jacksonville
Jacksonville - Miami
Miami - Habana.

The Cuban Embassy does not state when transfer of title to the aircraft will be made. The Department of State has, therefore, informed the Cuban Embassy that if title to the aircraft remains with the manufacturer until after the test flights are made, it will be necessary for the Cuban pilots to obtain United States pilot certificates before making such flights sincer the aircraft retain the character of United States civil aircraft until title has been transferred to the Cuban Government.

On the assumption that such transfer of title will have occurred before the aircraft leave for Cuba, the flight over United States territory from Wichita to Miami will be permitted under the terms of the blanket arrangement in force between the United States and Cuba governing military flights over the territory of the two countries.

Sincerely yours,
For the Secretary of State:
/s/ R. Walton Moore
Counselor.

The Honorable
Harry H. Woodring
Secretary of War.

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

G-2
JAC

G-2/2079-60
AG 580.81 (10-19-39)

INTEL. DIV.
2079-60
WAR DEPARTMENT

October 25, 1939

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Flight of Cuban aircraft over U. S. Territory.

Reply to the attached letter from the Secretary of State of October 19, 1939 (IN 811.7961/421), is not required. It is desired that the Corps Area Commanders concerned be informed of the flight of four Cuban aircraft en route to Havana.

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

C.M. Busbee,
Lieut-Colonel, General Staff,
Executive Officer, G-2.

Encl.
Ltr. fr. S/State
10-19-39
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MAILED EXECUTIVE OFFICE G-2 G.S. OCT 25 1939

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

207.9-60
42
WAR DEPARTMENT

C O L L E C T March 26, 1940

Stearman Airplane Company
Wichita, Kansas

Visit by Captain Valle Lieutenants Someillan and Bermudez and Sergeant Ravaillot Cuban Army for ten days commencing today to take delivery airplanes for Cuban Government agreeable to War Department subject usual restrictions. Please inform Air Corps Representative.

Col. J. A. Crane

I

Col. J.A.Crane
Room 3046 Munitions Bldg.
Br. 1098

To Message Center
MAR 26 1940
H12K

Copies to: A.C. Representative, Stearman Div.
A.C.
O.N.I.

MAR 26 1940
H12K

Phone request Mr. Jas Murray. Stearman Rep.

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

G-2
JAC

2075-44

March 27, 1940

2079-60
43

NOTED
G.A. GRANE

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Ferry flight of Cuban Aircraft.

The following is furnished for the information of the Corps Area Commanders concerned:

Three Stearman airplanes purchased by Cuban Government scheduled to leave Wichita, Kansas, March twenty-eighth with Cuban Army pilots and crews en route to Havana, Cuba, via Tulsa, Oklahoma; Little Rock, Ark.; Memphis, Tenn.; Birmingham, Ala.; Montgomery, Ala.; Jacksonville & Miami, Fla. Cuban registration numbers are 43,44 and 45. Following commercial air route.

J. M. CHURCHILL,
Colonel, General Staff,
Acting Assistant Chief of Staff, G-2.

hbr

11 AGO
MAR 28 1940
Received

Info. rec'd. by phone.
State Dept.

Action taken: Radiogram to Commanding General, Eighth Corps Area, Fort Sam Houston, Texas - Same message to Commanding General, 4th Corps Area, Atlanta, Ga. 3-27-40 W-CD.

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

COPY

IN

DEPARTMENT OF STATE
WASHINGTON

March 28, 1940

AG 580.81 (3-28-40)

My dear Mr. Secretary:

The Department of State is in receipt of a note from the Cuban Ambassador at Washington informing the Department that the Cuban Government has purchased three planes from Stearman Aircraft, Inc., Wichita, Kansas, for the use of the Cuban Army.

For the information of the War and Navy Departments, the following personnel will be sent to Wichita shortly for the purpose of testing the planes and flying them from Wichita to Habana:

Captain (Pilot) Fernando P. del Valle y Diaz
First Lieutenant (Pilot) Guillermo Someillan y Gonzalez
First Lieutenant (Pilot) Victor Bermudez y Nerey, S.D.
First Sergeant (Mechanic) Julian Travaillot y Serrate.

The planes, bearing Cuban identification nos. 43, 44 and 45, and Stearman serial nos. 73078, 73077 and 73076, respectively, will be flown from Wichita to Habana by the following route:

Wichita - Tulsa
Tulsa - Little Rock
Little Rock - Memphis
Memphis - Birmingham
Birmingham - Montgomery
Montgomery - Jacksonville
Jacksonville - Miami
Miami - Havana.

The Cuban Embassy does not state when transfer of title to the aircraft will be made. The Department of State has, therefore, informed the Cuban Embassy that if title to the aircraft remains with the manufacturer until after the test flights are made, it will be necessary for the Cuban pilots to obtain United States pilot certificates before making such flights, since the aircraft retain the character of United States civil aircraft until title has been transferred to the Cuban Government.

On the assumption that such transfer of title will have occurred before the aircraft leave for Cuba, the flight over United States territory from Wichita to Miami will be permitted under the terms of the blanket arrangement in force between the United States and Cuba governing military flights over the territory of the two countries.

Sincerely yours,
For the Secretary of State:
s/ R. Walton Moore
Counselor

The Honorable Harry H. Woodring,
Secretary of War.

NOTED
J.A. CRANE
4/4

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

No Objection to Publication in Service Journals.
6-1
SEP 27 1939
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
2079-61
WAR DEPARTMENT
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27

G-2 Report

CUBA (Aviation-Military)

Subject: TRAINING.
Training Doctrine and Program.

RECEIVED G/2 W. D. SEP 26 1939

New Instructor Appointed for Cuban Air Corps.

1. Sr. Frank Llanes, who was a Cuban Army officer before the revolution of September 4, 1933, has been appointed a member of the Officers' Reserve in the Cuban Army, immediately called to active duty, and with the rank of Captain, been appointed instructor of the Cuban Air Corps school at Camp Columbia.

2. This officer - a Lieutenant in the old army - was instructed by the then Captains Rosenham Beam and James Gillespie, United States Army Air Corps, and is believed to have also followed the course at Randolph Field. He has been an instructor in the Air Corps of Santo Domingo, and has successfully carried out one course in Primary Training.

3. Captain Llanes has an excellent reputation, and failing the appointment of an American instructor, the Military Attache is of the opinion that Colonel Batista has made a good choice.

4. The next course is scheduled to open January 1,1940, by which time the Cuban authorities expect to have the four new Primary Trainers previously referred to, and also a Link Trainer.

5. No details have been given out as yet as to the number of student officers to be trained.

Henry A. Barber, Jr.
Major, GS., Infantry,
Military Attache.

Source: Personal Contacts.

HAB:vm

From M.A., Havana Report No. 5765 September 19, 1939

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

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JAN 18 1940
MIL. INTEL. DIV.
WAR DEPARTMENT

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G-2 Report

CUBA (Aviation-Military)

Subject: Training
School System.

RECEIVED G/2 W. D. JAN 18 1940

Air Corps School Reopened.

1. On January 8, 1940, the Cuban Army reconstituted the Air Corps School at Camp Columbia. On that day, nineteen students commenced the course which is to last approximately nine months, and is based, generally, on the primary flying course as used in the United States Army.

2. The nineteen students were made up as follows:

4 Lieutenants from the Line of the Army.
2 Cadets from the Military Academy at Morro Castle in the third year of their course.
1 Cadet from the Naval Academy at Mariel, in his third year.
13 Non-commissioned officers from the Army at large. (As a matter of fact, of these 13 non-commissioned officers, the greater part are drawn from the instructors of the Civico-Militar Institute, as the authorities found it difficult to obtain non-commissioned officers of the Line with sufficient education.

3. These candidates passed a very strict physical examination given by Lieutenant Hernandez, Medical Corps, recently graduated in the Flight Surgeons Course at Randolph Field.

4. The materiel to be used is the four Stearman primary trainers recently purchased in the United States. Two more primary trainers are on order to be delivered within six months.

5. I am informed that out of this class of nineteen, the school authorities expect to graduate four or five pilots.

Henry A. Barber, Jr.,
Major, GS. Infantry,
Military Attache

Source: Personal Contacts

HAB:vm

From M.A., Havana Report No.5810 Date: January 12,1940.

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

No Objection to Publication in Service Journals.
APR 8 1940
WAR DEPARTMENT

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G-2 Report

CUBA (Aviation-Military)

Subject: Training
School System. 2079-61/2

RECEIVED G/2 W. D. APR 2 1940

Cuban Aviation School

1. Reference "Comments and Suggestions on Reports," dated January 23, 1940, regarding report No.5810, index as above, wherein an error was made in listing number of students. The correct number of students is nineteen. The Military Attache failed to deduct the cadet of the Naval Academy at Mariel from the total of non-commissioned officers, which should be twelve instead of thirteen.

2. Pursuant to the other questions contained in the above mentioned "Comments," the following report is submitted.

3. The Cuban Air Corps School at the present time is organized as follows: 2079-61

Captain Francisco Yanes (spelled "Yanes" instead of "Llanes" as given in report No.5765-9700-a) is director of the school and chief of operations. Under him there is one Lieutenant-school secretary; one Lieutenant-flight surgeon (Lieut.Francisco Hernandez), and one Captain ---chief of ground school.

The school is divided into two parts - flight training and ground school.

The instructors in flying are Captain Yanes, Lieut.Someillan, Lieut. Soto (the two last mentioned having been trained by Captain Leonard Povey), and Lieut.Alonso, another former officer of the Cuban National Army, who, like Captain Yanes, was trained by the American mission from 1928 to 1930.

The ground school has as chief, Captain Ceballos, and under him as instructors, Captain Yanes, Captain Valle, Lieut. Alonso, Lieut.Henderson and Lieut. Barrocal.

Up to the present time, 14 of the 19 students have flown solo after between 8 and 10 hours instruction, and there have been no accidents of any kind.

4. There is being forwarded herewith a schedule of the present course.

Henry A. Barber, Jr.,
Major, GS. Infantry,
Military Attache.

Source: Official Records
Cuban Army

1 Incl.
HAB:vm

From M.A., Havana Report No. 5842 Date: March 25,1940.

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

APR 8 1940
MIL. INTEL. DIV.
WAR DEPARTMENT

G-1 2079-61
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7

SCHEDULE OF INSTRUCTION, 1939-1940

CUBAN ARMY AIR CORPS SCHOOL - CAMP COLUMBIA.

Primary School

The course is divided into four phases, of which the first has two parts, indicated as follows, A1, A2, B, C, D.

A1

Dual instruction, 1 to 10 hours flight.

a. Straight level flight.
b. Easy level turns
c. Stalls and side slip recovery.
d. Turns while climbing and descending.
e. Taxi-ing
f. Use of accelerator.
g. Loss of speed going forward and in different positions.
h. Normal take-offs and landings.
i. Demonstration of student's ability to enter the field with dead motor from any position over or near it.
j. 45 degree turns.
k. Entering and coming out of spins.
l. Use of brakes.

At the termination of Part A1, the student should be able to solo. If not, he will be examined by the "wash out" board to determine whether he is to be eliminated or continued.

A2.

Dual and solo instruction, 10 to 25 hours of flight.

a. Flight describing perfect rectangle and normal landing.
b. Turns at 45 degrees and level turns.
c. Maximum performance.
d. At 1300 feet altitude, execute double spiral and normal landing.
e. 360 degree turns and normal landing.
f. 180 degree turns and normal landing.
g. Precision in gaining altitude.
h. 720 degree turns, without gaining or loosing altitude.
i. Vertical climb.
j. Figure 8 turns at 800 feet altitude.
k. Forced landings.

At the end of this phase, the student is given a complete check to determine his fitness to proceed.

B.

Dual and Solo flight, 15 hours.

a. Figure 8 around pylons, at 400 feet.
b. 180 and 360 degree turns, normal landing.
c. Front slip.
d. Immelman turn, full motor and cruising speed.
e. Two and three turn spins.
f. From altitude of 1200 feet, describe a spiral of two turns and land.
g. Forced landings.

At the end of this phase, the student is given a check to determine his fitness to proceed.

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By AMF NARS, Date 05/04/89

C.

Dual and Solo flights, 15 hours.

a. Precision landing without slip.
b. 180 and 360 degree turns, precision landing.
c. From altitude of 1200 feet, describe spiral of two turns and land.
d. Figure 8 turns around pylons, at 200 and 300 feet, without gaining or losing altitude.
e. Side slips.
f. Flying upside down.
g. Acrobatics.
h. Immelman rolls, precision.
i. Reconnaissance of landing fields.
j. Landing in unfamiliar fields.
k. Precision loops.
l. Accurate landing with slips.
m. Obstacles.

At the termination of this phase, the student is given a check to determine his fitness to proceed.

D.

Dual and Solo Flights, 15 hours.

a. Formation flying.
b. Cross country flights.
c. Front seat flights.
d. Altitude flights.
e. Night flying

The Advanced School shall consist of 80 hours of flight, following the same schedule as periods A1 and A2 of the Primary School, but in military airplanes instead of in trainers.

List of Subjects to be Covered:

Military Administration.
Army Regulations. Articles of War.
Court Martial Procedure.
Aerodynamics. Parachutes.
Telegraphing. Aeroplane instruments.
International Air Regulations.
Motors.
Alignment, Maintenance and Repair of Aeroplanes.
Maps. Aerial Navigation.
Meteorology.
Machine Guns. Bombardment. Pursuit. Attack. Observation. Antiaircraft defense.
Bombing. Bombs and Explosives.
Combined Aerial Tactics. Signal Communication.
Duties of the Chief of Squadron.
Visual Reconnaissance.
English.
Tactics of Infantry, Artillery and Cavalry.
Military Hygiene.
Instruction in flying.

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By AMF NARS, Date 05/04/89

None Enclosures
2079 - 61
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RECEIVED G-2 W.D. SEP 20 1940

MILITARY INTELLIGENCE DIVISION
WAR DEPARTMENT GENERAL STAFF
MILITARY ATTACHÉ REPORT

Cuba
Country Reported On

Subject Air School System
Brief Descriptive Title

I.G. No. 9740

Source and Degree of Reliability:

Reliable

Summarization of Report
When Required

In Comments on Current Events Enter Item Headings Here

Proposed increase of class at Cuban Army Aviation School

1. On September 12, 1940, the Military Attache was informed by Major George, Chief of the Cuban Air Corps, that he had been directed by Colonel Pedraza to complete the present course of instruction in the Aviation School as soon as possible, and be prepared to start another and larger course, thereafter.

2. This is considered of particular interest, because it indicates a desire on the part of Colonel Pedraza to be prepared to carry out his part in one of the recommendations agreed upon in the recent Staff Conversations between him and representatives of the United States Army General Staff.

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. 5913 Date Sept. 14, 1940
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CONFIDENTIAL
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DECLASSIFIED
NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Service Journals.

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None Enclosures

2079-61
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Record Section File No.

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For Record Section Only

RECEIVED G-2 W. D. DEC 13 1940

MILITARY INTELLIGENCE DIVISION
WAR DEPARTMENT GENERAL STAFF
MILITARY ATTACHÉ REPORT Cuba

Country Reported On

Subject Air School System I.G. No. 9740
Brief Descriptive Title

Source and Degree of Reliability:

Personal Contacts
Reliable

Summarization of Report
When Required

In Comments on Current Events Enter Item Headings Here

Increase in Aviation School, Cuban Army

1. The Military Attache is informed by the Director, Cuban Army Aviation School, Camp Columbia, that a new course will open shortly, with 40 students. These students are now being selected from about 400 applicants, both civilian and military, from whom the best qualified, as to physique, general education, and knowledge of English, will be chosen.

2. The students who graduate will be given commissions as Second Lieutenants, Cuban Air Corps.

Henry A. Barber, Jr.,
Lieut. 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. 5952 Date Dec. 4, 1940
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No Objection to Publication in Service Journals.

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

No Objection to Publication in Service Journals.
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None Enclosures
2079-61
6
Record Section File No.
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RECEIVED G/2 W. D. JAN 25 1941

MILITARY INTELLIGENCE DIVISION
WAR DEPARTMENT GENERAL STAFF
MILITARY ATTACHÉ REPORT Cuba

Country Reported On

I.G. No. 9740

Subject Air School System
Brief Descriptive Title

Source and Degree of Reliability:
Personal Contacts
Reliable

Summarization of Report
When Required

In Comments on Current Events Enter Item Headings Here

Increase in Class at Cuban Army Air Corps School

1. The above school in December, 1940 graduated twelve cadets and one officer. The cadets were commissioned 2nd Lieutenants, Air Corps. The officer was 1st Lieutenant (Flight Surgeon) Hernandez.

2. a. On January 15, 1941 this school reopened with 53 students. These students, ranging from 21 to 27 years old, were carefully selected from about 400 applicants. For the first time under the present regime, applicants were accepted from civil life. This is apparently a compromise with Major Marine's idea of setting up a civil aviation school at Camp Columbia (see report No. 5912, Sept. 14, 1940, I.G. 9740). 2079-62

b. Of the above students, ten speak English, and about 20 more have had some instruction in it in High School.

c. This large increase in the School is a direct reflection of Col. Pedraza's increased interest in aviation. This attitude, in the opinion of the Military Attache, is due largely to Col. Pedraza's recent visit to the United States.

d. Captain Yanes, with practically the same personnel as last year, is Chief Instructor. The course will be the same as last year, but will extend over a greater period of time, as 53 cadets must be trained with 7 planes, instead of only 19 (see report No. 5842, March 25, 1940, I.G. 9700 b old). 2079-61/3

3. It is the opinion of the Military Attache that the School, mainly through the efforts of Captain Yanes, has proved itself an efficient and creditable institution.

G-2 Distribution: 4, 5, 6,
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From M. A. Havana, Cuba **Report No.** 5987 **Date** Jan. 17, 1941
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By AMF NARS, Date 05/04/89

No Objection to Publication in Service
Journals.

G-2 Report

Henry A. Barber, Jr.,
Colonel, G.S., Infantry,
Military Attache.

HAB:rs

From M.A. Havana, Cuba Report No. 5987 Date Jan. 17, 1941

No Objection to Publication in Service
Journals.

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

OFFICE CHIEF OF STAFF
FEB 24 1941
MIL., INTEL. DIV.
2079-61
1
WAR DEPARTMENT

AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE
HAVANA, CUBA

Feb. 8, 1941

No. 5996

Subject: Replies to Comments and Suggestions on Reports from Military Attache, Cuba, dated January 15, 1941.

To: Assistant Chief of Staff, G-2.

RECEIVED G/2 W. D. FEB 14 1940

1. With reference to comment on report no. 5952, I.G. 9740, which states:-

2079-61/5

"Air School System.
A good report; however, it is incomplete. What is the length of the course, methods of training, subjects? This information may give an idea as to the efficiency of the course and the results to be expected.", 2079-61/6

2079-61/3

see reports no's. 5842 and 5987.

2. With reference to comment on report no. 5953, I.G. 6740, which states:-

"Individual Schools, Army.
Is this a basic Infantry course? Since it is being planned to send the graduates to U.S. Service Schools, your comments on the course would be considered valuable information.",

the course at this school has not changed materially for five years. As previously reported it is essentially a basic infantry weapons course. 2012-132/31

3. With reference to comment on report no. 5954, I.G. 6115, which states:-

"Territorial Organization and Distribution.
A good report. A short biographical sketch of each regimental commander would have been good "Who's Who" material.",

attention is invited to "Who's Who" reports under I.G. no. 6200 d (old) and 5990 new. This office constantly maintains "Who's Who" data on all regimental commanders.

Henry A. Barber, Jr.,
Colonel, G.S., Infantry,
Military Attache.

HABers
1 cpy. on 2079-61/7;2277-Q-12/11;2012-132/32.

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

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None Enclosures
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Record Section File No.
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RECEIVED G/2 W.D. SEP 20 1940

MILITARY INTELLIGENCE DIVISION
WAR DEPARTMENT GENERAL STAFF
MILITARY ATTACHÉ REPORT

Cuba
Country Reported On

Subject Air School System
Brief Descriptive Title

I. G. No. 9740

Source and Degree of Reliability:

Reliable

Summarization of Report
When Required

In Comments on Current Events Enter Item Headings Here

Establishment of Civil Aviation School

1. The Military Attache is informed by Lt. Colonel Marine, retired, head of the "Direccion General Nacional de Deportes," that he has established, as a part of this organization, a Civil Aviation School.

2. This school proposes to charge a fee of $40.00, for which is to be offered a three month's course, which will qualify the student as a civil pilot.

3. In typical local fashion, he has made "personal" arrangements with the Cuban Aviation Corps to grant him "all facilities" including military pilots for instructors, and the use of one of the hangars at the Camp Columbia Military Airport.

4. He states that 1800 applications have already been accepted.

5. Major Jorge, Chief of the Cuban Army Aviation Corps, confirmed the above data and expressed some reluctance in having to undertake the additional load at his field, but said that he "could not oppose anything Marine wanted."

6. Lt. Hernandez, flight surgeon, stated to the Military Attache that he had already examined about 800 applicants, most of whom were excellent prospects, all either high school men or university students.

7. No planes have been bought as yet for the school, but Colonel Marine states that he proposes to "start off" with four or five, preferably second hand trainers in good shape, to be bought in the United States.

G-2 Distribution: 4, 5, 6,
Copy No. 1, R/S; 2, L/C; 3, Section File

From M. A. Havana, Cuba Report No. 5912 Date Sept. 14, 1940
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NND 740058
By AMF NARS, Date 05/04/89

8. It is the opinion of the Military Attache that this school will eventually get its planes and begin to function, as this Civil Aviation School is a pet project of Batista's, as well as of Marine. Lack of money for the planes will probably cause delay.

9. It is also the opinion of the Military Attache that this school will hamper rather than help the Military School at Camp Columbia, more especially as Colonel Pedraza has directed Major George to be prepared to increase his output of military pilots.

Henry A. Barber, Jr.,
Major, G.S. Infantry,
Military Attache.

HAB:rs

From M.A. Havana, Cuba Report No. 5912 Date Sept. 14, 1940

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

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None Enclosures
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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 Pre-Military Training in Civil Flying Schools I.C. No. 9750
Brief Descriptive Title

Source and Degree of Reliability:
Personal Contact
Reliable

Summarization of Report
When Required

RECEIVED G/2 W. D. MAR 13 1941

In Comments on Current Events Enter Item Headings Here

Civil Aeronautical School

1. After much talk and advertisement, Col. Marine, retired, has established a civil air school at Camp Columbia.

2. Approximately 150 students are in attendance, and have all passed physical requirements for civil pilots.

3. Four Aeronca Tandem Trainers, 65 H.P. Continental, have been ordered, and will be delivered in the near future. The students will be instructed by pilots of the Cuban Air Corps. No schedule of instruction has been announced yet. The official name of this school is "Academia Nacional de Aviacion Civil y Reserva Aerea."

4. In the opinion of the Military Attache, this school is typical of the Cuban way of doing things. Four small trainers are hardly enough for the instruction of 150 students. Moreover, the facilities at Camp Columbia are now much over crowded, and the Army pilots, who had enough on their hands instructing about 56 Army pilots with seven Stearman Primary Trainers are not at all enthusiastic about the additional load. In the opinion of the Military Attache the instruction of the Cuban military cadets will suffer, and the instruction of the civilian cadets will be sketchy.

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. 6025 Date March 7, 1941
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NND 740058
By AMF NARS, Date 05/04/89

No Objection to Publication in Service Journals.

Classification

None Enclosures

2079-62-3

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: Civilian Flying Schools — I.G. No. 8260

Brief Descriptive Title

RECEIVED G/2 W. D. MAY 13 1941

Source and Degree of Reliability:

Personal Contact
Reliable

Summarization of Report
When Required

In Comments on Current Events Enter Item Headings Here

Arrival of Training Planes for Civilian School

1. On Saturday, May 3, 1941, four Aeronca training planes were delivered to the Cuban Civilian Aviation School (Academia Nacional de Aviacion Civil y Reserva Aerea) at the Camp Columbia airfield.

2. Col. Marine, sponsor of this project, informs the Military Attache that the school will be located at Guanajay, and that 200 students will be enrolled. About 50 have already been enrolled.

3. The course is to be approximately four months in duration, and upon graduation the pilots are to be given a civilian pilot's license, and a commission in the Cuban Army Air Corps Reserve.

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. 6069 Date May 6, 1941
This line to appear on all succeeding pages

No Objection to Publication in Service Journals.

Classification

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OCS Form 17

U. S. GOVERNMENT PRINTING OFFICE 16—14547

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By AMF NARS, Date 05/04/89

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None Enclosures
2079-63
Record Section File No.
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RECEIVED G-2 W. D. OCT 17 1940

MILITARY INTELLIGENCE DIVISION
WAR DEPARTMENT GENERAL STAFF
MILITARY ATTACHÉ REPORT

Cuba
Country Reported On

I.G. No. 9410

Subject Pay and Emoluments
Brief Descriptive Title

Source and Degree of Reliability:
Official Documents, Reliable

Summarization of Report
When Required

In Comments on Current Events Enter Item Headings Here

Pay and Emoluments, Commissioned Personnel, Air Corps, Cuban Army

1. In compliance with G-2 letter 2/265-391, dated October 3, 1940, and received October 12, 1940, the following report is submitted.

2. (See note 4, page 69, AIR-MILITARY, Index Guide for Military Information).

(a) Provisions for pay, active, reserve and retired, are the same for the Cuban Air Corps officers as for other Cuban Army officers except that qualified commissioned pilots receive a flat 50 pesos extra per month, regardless of rank. Four hours per month flying time is required.

(b) The highest grade in the Air Corps is Major.

Henry A. Barber, Jr.,
Lieut. Colonel, G.S. Infantry,
Military Attache.

HAB:rs

G-2 Distribution: 4, 5, 6,
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From M. A. Havana, Cuba Report No. 5935, Date Oct. 15, 1940
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

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

JAN 10 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
WAR DEPARTMENT

1-1
2079-63
2

December 23, 1940

2079-63/1

No. 5968

2012-124/12

Subject: Comments on Reports No. 5934 and 5935.

To: Assistant Chief of Staff, G-2,
War Department, Washington, D. C.

1. With reference to "Comments and Suggestions"on the above two mentioned reports, wherein the following is stated:

5934 -- "A good report. However, it is incomplete. The same information is desired concerning the enlisted grades and the Rural Guard."

5935 -- "Rates of pay and allowances of enlisted personnel are also desired. Your comments on this matter should be included. For example, are they adequate."

2. In this connection, the mimeographed letter dated October 3, 1940, file G-2/265-391, requesting information on pay and emoluments, distinctly states that the information is desired "as pertains to all grades of commissioned officers," and for that reason the data on enlisted personnel was not included in the above two mentioned reports.

3. Officers of the Regular Army and the Rural Guard (as has been previously reported) are interchangeable and their pay and allowances are the same. Pay and allowances are considered adequate in this country.

4. A report covering pay and allowances of enlisted personnel will be submitted as soon as possible.

Henry A. Barber, Jr.,
Lt. Col. GS. Infantry,
Military Attache.

HAB:vm

2 Copys on 2012-124/13

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

JAN 13 1941
OFFICE OF CHIEF OF STAFF
MIL. INTEL. DIV.
2079-63
f.w.2
WAR DEPARTMENT

For Information as to Air Corps Enlisted Pay

see 2012-124/14

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

(710 590.81 (11-1-40))

C
O
P

DEPARTMENT OF STATE
WASHINGTON

WAR DEPARTMENT

November 1, 1940

In reply refer to
IN 811.7961 Montenegro, Juan R.

My dear Mr. Secretary:

The Department of State is in receipt of a note from the Cuban Ambassador in Washington, informing the Department that the General Staff of the Constitutional Navy of Cuba has organized a goodwill flight across the United States by a four-passenger Howard D. C. No. 8 monoplane, attached to the Cuban Navy. The plane will be piloted by Navigation Student Juan Rios Montenegro, who will be accompanied by Lieutenant (J.G.) Oscar Rivery Ortiz, Naval Reserve, as navigator, and by Private Francisco Medina Perez, Marine Corps, as mechanic.

The plane, which left Habana on October 12, en route to San Juan, Puerto Rico, and several countries of South America, will enter continental United States at El Paso, Texas, from Torreon, Mexico, on December 9. The itinerary of the plane while in the United States is as follows:

Phoenix, Arizona	December 10
Los Angeles, California	December 11
Salt Lake City, Utah	December 14
Cheyenne, Wyoming	December 16
Chicago, Illinois	December 17
Cleveland, Ohio	December 19
New York, New York	December 20
Washington, D. C.	December 26
Atlanta, Georgia	December 27
Miami, Florida	December 29
Miami to Havana	December 31

The flight over United States territory of the plane referred to above is permitted under the terms of the blanket arrangement in force between the United States and Cuba governing service flights over the territory of the two countries.

The Ambassador requests that the appropriate authorities be notified of the proposed flight.

Sincerely yours,

For the Secretary of State:

Counselor

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

(AG 580.81 (11-1-40))

C
O
P

DEPARTMENT OF STATE
WASHINGTON

MAR 1941
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
2079-64
4
WAR DEPARTMENT
MAR

In reply refer to
IN 811.7961 Montenegro, Juan R.

November 1, 1940

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The Department of State is in receipt of a note from the Cuban Ambassador in Washington, informing the Department that the General Staff of the Constitutional Navy of Cuba has organized a goodwill flight across the United States by a four-passenger Howard D. G. No. 8 monoplane, attached to the Cuban Navy. The plane will be piloted by Navigation Student Juan Rios Montenegro, who will be accompanied by Lieutenant (j.g.) Oscar Rivery Ortiz, Naval Reserve, as navigator, and by Private Francisco Medine Perez, Marine Corps, as mechanic.

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Miami to Havana	December 31

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The Ambassador requests that the appropriate authorities be notified of the proposed flight.

Sincerely yours,

For the Secretary of State:

Counselor

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

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Enclosures
2079-64
2
Record Section File No.
Copy No. 6-1 For Record Section Only

RECEIVED G/2 W. D. DEC 5 1940

MILITARY INTELLIGENCE DIVISION
WAR DEPARTMENT GENERAL STAFF
MILITARY ATTACHÉ REPORT

CHILE
Country Reported On

Subject Diplomatic Missions from Abroad - Navy I.G. No. 5940
Brief Descriptive Title

Source and Degree of Reliability:

Press Report -

Summarization of Report
When Required

Cuban Aviators make a good will flight to South American Capitals

In Comments on Current Events Enter Item Headings Here

1. A Cuban Naval airplane, a Howard single engine 5-passenger cabin airplane, powered with 350 h.p. whirlwind engine, arrived in Santiago from Mendoza on Sunday, November 24, piloted by Lt. Juan Rios Montenegro. The pilot is accompanied by Lt. Oscar Riveri, the navigator and Senor Francisco Medina, the mechanic.

2. This plane left Cuba on the 12th of October to make a flight via Haiti, Porto Rico, Venezuela, Brazil, Uruguay and Argentina on a good will flight to the countries of South America. This plane and the personnel were warmly received by Chilean Aviatiors and Government officials. Since arriving in Chile they have made official calls on the President, the Minister of National Defense, the Minister of Foreign Relations, etc., and have been given a number of luncheons, dinners, etc.

3. Lt. Oscar Riveri, the navigator, has spent several years in the United States where he attended Lehigh University and Massachusetts Institute of Technology. Both of the officers on this flight were overheard to make very complimentary remarks about the American equipment they were flying and very laudatory remarks about relationships between Cuba and the United States. They expect to continue their flight by the West Coast of South America through Central America to Washington which they expect to be their last visit to and international Capital.

Ralph H. Wooten
RALPH H. WOOTEN
Col. AC(GS)
Military Attache

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3412
From M. A. Chile Report No. 3312 Date November 27, 1940.
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By AMF NARS, Date 05/04/89

G-2/2079-64
AG 580.81 (11-1-40)

G-2
JAC

MAR 6 1941
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
2079-64
3
WAR DEPARTMENT

November 8, 1940

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Flight of the Cuban Airplane over United States Territory

1. The Secretary of War directs that the Commanding Generals of the Corps Areas concerned be informed of the flight of the Cuban Navy airplane over United States territory as indicated in attached copy of letter from the Secretary of State.

11 A. G. O.
NOV 14 1940
REC'D

Encl.

Sherman Miles
Brigadier General, U. S. Army
Acting Assistant Chief of Staff, G-2

hbr/rb

NOV 9 1940
18718-53

NOV 13 1940

RECEIVED
NOV 14 1940
MISCL. DIV.
A. G. O.

OUT

R IN

WAR DEPARTMENT
OFFICE OF CHIEF OF STAFF

ACTION TAKEN: Letters to Commanding Generals ~~1st~~, 2nd, 3rd, 4th, 5th, 6th, 8th, and 9th Corps Areas November 15, 1940 IG:geb

OFFICE OF CHIEF OF STAFF

NOTED
A. R. HARRIS

(10-1-11) 18.0

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

G-2/2079-64
AG 580.81 (11-1-40)

OCS 18718-53

MAR 6 1941
OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
2079-64
4
WAR DEPARTMENT

G-2 OCS
JAC JLC

NOV 13 1940

The Honorable,

The Secretary of State.

Dear Mr. Secretary:

I am requested by the Secretary of War to acknowledge the receipt of your letter of November 1, 1940 (IN 811. 7961 Montenegro, Juan R.), and to advise you that the appropriate military authorities have been informed of the pending good-will flight over United States territory by an airplane attached to the Cuban Navy piloted by Navigation Student Juan Rios Montenegro.

Faithfully yours,

(Sgd) G. C. MARSHALL

Chief of Staff.

rb

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NOV 13 1940

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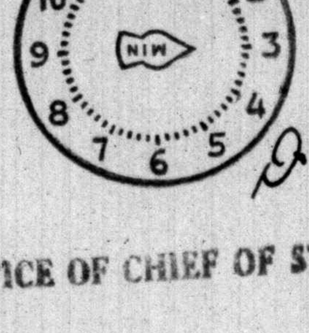
OUT

DISPATCHED
NOV 13 1940
FROM A.G.O.



OFFICE OF CHIEF OF STAFF

NOTED
J. R. HARRIS

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

CONFIDENTIAL

MAR 5 1941
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
2079-64
5
WAR DEPARTMENT

March 5, 1941.

The Chief of Police,
Miami, Florida.

Dear Sir:

The Cuban Government authorities in Washington have asked this office, very confidentially, to make inquiries about the conduct of two Cuban Army aviators and a mechanic who were in this country early in the year.

Would you be kind enough to inform us at your earliest convenience whether there is any record in your department of misconduct on the part of, or trouble with, Lieutenant Rios Montenegro and Lieutenant Riveri Ortez, and a mechanic named Nezina. This group left the United States from Miami about the middle of February.

I need hardly point out to you the necessity of treating this matter as extremely confidential.

Sincerely yours,

A. R. HARRIS,
Lieut. Colonel, General Staff Corps,
Chief, Liaison Branch.

P. S. Mechanic Nezina may be the same person as Pvt. Francisco Medina Perez

MAILED G/2 W. D. G. S. MAR 5 1941
Reg#918093 - Attachés.

CONFIDENTIAL

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

2079-64

City of Miami-Florida

JUL 1 1941
OFFICE CHIEF OF STAFF
MIL., INTEL. DIV.
2079-64
WAR DEPARTMENT

2079-64

March 10th, 1941.

A. R. Harris, Lieut. Colonel,
General Staff Corps,
War Department,
Washington, D. C.

Dear Sir:

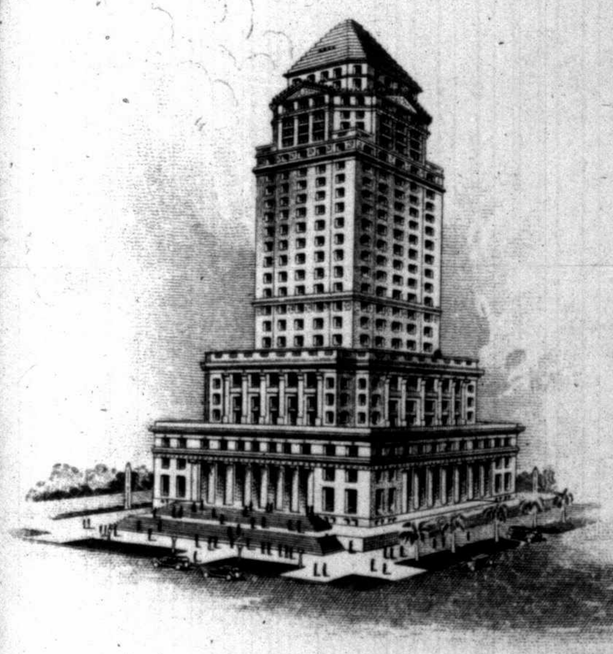
With reference to your inquiry of March 5th, 1941, relative to any reported misconduct on the part of Lieut. Rios Montenegro, Lieut. Riveri Ortez and a mechanic named Nezina.

I have caused a check of our records to be made for the past four months, and fail to find these names listed. Neither could we find the name of Pvt. Francisco Medina Perez.

Very truly yours,

H. Leslie Quigg,
Chief of Police.

g



NOTED
A. R. HARRIS

file

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By AMF NARS, Date 05/04/89

No Objection to Publication in Service Journals.

Classification

None Enclosures
2079-65
1
Record Section File No.
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For Record Section Only

RECEIVED G/2 W. D. DEC 13 1940

MILITARY INTELLIGENCE DIVISION
WAR DEPARTMENT GENERAL STAFF
MILITARY ATTACHÉ REPORT Cuba
Country Reported On

Subject Armament and Equipment, Air Corps. I.G. No. 9570
Brief Descriptive Title

Source and Degree of Reliability:
Personal Contacts
Reliable

Summarization of Report
When Required

In Comments on Current Events Enter Item Headings Here

Sale of Equipment

1. The Cuban Army Air Corps on November 30, sold their one Bellance Transport to an American mining firm in Brazil.

Henry A. Barber, Jr.
Henry A. Barber, Jr.,
Lieut. 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. 5951 Date Dec. 4, 1940
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No Objection to Publication in Service Journals.

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

OPNAV & ARMY STAFF
MILITARY INTEL. DIV.
JAN 25 1941
WAR DEPARTMENT

3-1 2079-66
1

AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHE
HAVANA, CUBA

January 21,1941

~~CONFIDENTIAL~~

No.5990

RECEIVED G/2 W. D. JAN 24 1941

Subject: Enlargement of Camaguey Air Field.

To: Assistant Chief of Staff, G-2,
War Department, Washington, D.C.

1. The Military Attache is aware that the War Department, through the Pan American Airways Company, is increasing air facilities in Central and South America, and specifically at the airport in Camaguey, Cuba.

2. The Military Attache was informed by the American Ambassador at this station that a representative of the United States Government sent to Camaguey to supervise the work there had been unable to get started due to the "50% Law," which prevents foreigners from working in Cuba.

3. The Military Attache suggested to the Ambassador that if Colonel Pedraza were informed of this situation, he could clear it up at once. The Ambassador accepted the suggestion and himself put the situation before Colonel Pedraza, who assured the Ambassador that the matter would be corrected at once.

4. It is believed that there will be no further difficulty on this score.

Henry A. Barber, Jr.,
Colonel, GS. Infantry,
Military Attache.

HAB:vm

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WPD + return for L.A. files

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By AMF NARS, Date 05/04/89

CONFIDENTIAL
Classification

None Enclosures
2079-67
1
Record Section File No.
Copy No. 6-1 For Record Section Only

RECEIVED G/2 W. D. JAN 31 1941

MILITARY INTELLIGENCE DIVISION
WAR DEPARTMENT GENERAL STAFF
MILITARY ATTACHÉ REPORT

Cuba
Country Reported On

I.G. No. 9000

Subject Military Aviation
Brief Descriptive Title

Source and Degree of Reliability:
Personal Contact
Reliable

Summarization of Report
When Required

In Comments on Current Events Enter Item Headings Here

United States Airplanes for Cuban Air Corps

1. Subsequent to conferences held the latter part of August, 1940 between representatives of the General Staffs of the United States and Cuba concerning Hemisphere Defense, the American Ambassador at this station interested himself very definitely in the matter of obtaining airplanes for the Cuban Army and Navy from the United States Government.

2. About Dec. 15, 1940 the Military and Naval Attaches, at the Ambassador's direction, interviewed Col. Pedraza, Chief of Staff of the Cuban Army, with a view to determining what he considered his most urgent needs in the matter of aviation; the Ambassador stated to his Attaches that he took this step because the Cuban government had not asked, through diplomatic or other channels, for any equipment, and he considered it highly desireable that a start be made; also that he proposed to take up the matter on his next trip to Washington.

3. As a result of the above mentioned interview Col. Pedraza submitted the following list as urgently required:-

12 primary trainers, preferably Stearman.
12 advanced trainers (preferably equipped with radio).
4 amphibians, Grumman single engine, or if these were not available, Loenings, if any remain serviceable, or Hall aluminum twin engine sea planes, if amphibians are not available.
1 Link Trainer.

4. On Jan. 21, having returned from the United States, the Ambassador stated to his Attaches that he had done his utmost to carry the matter to a conclusion, and that he had hopes that the above mentioned equipment would soon be re-

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From M. A. Havana, Cuba Report No. 5989 Date Jan. 21, 1941
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NND 740058
By AMF NARS, Date 05/04/89

CONFIDENTIAL

leased to the Cuban government, and without payment; it being well known that no funds are or will be available to the Cuban Army for such purpose. He also stated that he now had no objection to a report on this matter being forwarded to the War Department.

5. It is the opinion of the Military Attache that the furnishing of the above mentioned equipment to Cuba will be of great advantage to the United States. In the first place, it will go far towards assuring the internal order of the country; and even more important, it will solidify the excellent attitude at present shown by Col. Pedraza towards the United States.

Henry A. Barber, Jr.,
Colonel, G.S., Infantry,
Military Attache.

HAB:rs

From M.A. Havana, Cuba Report No. 5989 Date: Jan. 21, 1941

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

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Classification

None Enclosures
2079-68
1
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MILITARY INTELLIGENCE DIVISION
WAR DEPARTMENT GENERAL STAFF
MILITARY ATTACHÉ REPORT Cuba

Country Reported On
I.G. No. 5990

Subject WHO'S WHO
Brief Descriptive Title

Source and Degree of Reliability: Personal Contact, Official Documents, Reliable.

Summarization of Report When Required

RECEIVED G/2 W. D. APR 4 1941

In Comments on Current Events Enter Item Headings Here

Who's Who on Major Manuel Perez (y Alfonso), Chief of Cuban Air Corps

1. This officer was born in Artemisa, Pinar del Rio Province, Jan. 1, 1903. No information is available of his family, but judging from the man, himself, it would appear that he came of good middle-class stock, of pure-white Spanish descent, as he gives evidence of good basic education, and is obviously a gentleman. In November, 1922, at the age of 19, he enlisted in the army. By 1926, he



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From M. A. Havana, Cuba Report No. 6036 Date March 24, 1941
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OCS Form 17
U. S. GOVERNMENT PRINTING OFFICE 16—14547

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By AMF NARS, Date 05/04/89

was Sergeant, and the next year was made 1st Sergeant. In August, 1928 he entered the Morro Military Academy, and, during his service there, took a course in the aviation school, but was eliminated as a pilot. He graduated June 30, 1932 from the Military Academy and was made 2nd Lieutenant of Artillery. In the Revolution of the 4th of September, 1933, he threw in his lot with the Revolutionists and, in consequence, on the 20th of Sept. was made 1st Lieutenant. He took part in the Counter-Revolution fighting of 1934, and in January of that year was made Captain, and made Major in March of the same year. He served in the 7th Regiment until 1936, when he was made Military Attache of Cuba in Mexico. He returned to Cuba to the 6th Regiment in 1938, and served there until March 4, 1941, when he was made Chief of the Aviation Corps in place of Major Jorge, promoted.

2. Major Perez is about 5 feet, 6 inches tall, blond, slender and soldierly in appearance. He is pleasant and agreeable to meet. He is a reasonably hard worker, and has a good reputation among his fellows. He is not considered a particularly forceful character.

3. He speaks a little English. He is very friendly to the United States.

Henry A. Barber, Jr.,
Colonel, G.S., Infantry,
Military Attache.

HAB:rs

From M.A. Havana, Cuba Report No. 6036 Date: March 24, 1941

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

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None Enclosures
2079-69
2
Record Section File No.
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MILITARY INTELLIGENCE DIVISION
WAR DEPARTMENT GENERAL STAFF
MILITARY ATTACHÉ REPORT

Cuba
Country Reported On

Subject Enlisted
Brief Descriptive Title
I.G. No. 9230

RECEIVED G/2 W. D. JUN 27 1941

Source and Degree of Reliability:
Official Documents, Personal Observation, Reliable.

Summarization of Report
When Required

In Comments on Current Events Enter Item Headings Here

Enlisted Men, Cuban Army Air Corps

1. Grades.

Sergeant, 1st Class
Sergeant, 2nd Class
Sergeant, 3rd Class
Corporal
Private.

2. Ratings. Air Corps Mechanic (in combination with any of the above).

3. Promotion is by seniority, in theory, but much favoritism is shown.

4. Discharge is for cause, unless at end of enlistment.

5. Retirement, see report No. 5934, Oct. 15, 1940, I. G. 6410.

2012-124/12

6. Enlisted men are not used in the air, except as mechanics.

7. Discipline and morale are reasonably good, but more informal than in the United States Army.

8. The Cuban soldier compares favorably with the American soldier, except for reliability, thoroughness and endurance. He is clever and enthusiastic, but lazy and innacurate.

Henry A. Barber, Jr.,
Colonel, G.S., Infantry,
Military Attache.

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From M. A. Havana, Cuba Report No. 6106 Date June 20, 1941
This line to appear on all succeeding pages

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

CONFIDENTIAL
Classification

None Enclosures
2079-69
1
Record Section File No.
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For Record Section Only

MILITARY INTELLIGENCE DIVISION
WAR DEPARTMENT GENERAL STAFF
MILITARY ATTACHÉ REPORT

Cuba
Country Reported On

Subject Commissioned
Brief Descriptive Title
I.G. No. 9210

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

Commissioned, Cuban Army Air Corps

1. Active Force

a. Candidates are drawn from selected enlisted men or good prospects from civil life, who are given a reserve commission (or enlistment). They are sent to the Army Air Corps School, and, upon graduation, are commissioned in the regular army, if vacancies exist, or in the reserve, if not.

b. The physical standard is the same as for the United States Army.

c. The mental standard is much lower, being equivalent to a high school education. It is not strictly enforced.

d. There are no efficiency reports.

e. There are no policies at all other than having the officer serve in grade.

f. Discharge is for cause. Retirement is covered in report No. 5934, Oct. 15, 1940, I. G. 6410.

2012-124/21

g. The general education of the Cuban officer is below United States standards, as is his professional training. He has reasonable initiative and loyalty, but suffers from the inherent laziness and lack of exactness, plus the "mañana" spirit of the Latin races. He is clever, but not thorough, enthusiastic, but not a sticker.

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From M. A. Havana, Cuba Report No. 6110 Date June 20, 1941
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By AMF NARS, Date 05/04/89

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2. Reserves

Graduates of the Air Corps School get reserve commissions, but no provision is made for future training or promotion, and they draw no pay unless called to active service. In reality they have no status, unless on active duty.

3. Organized Militia

None.

Henry A. Barber, Jr.,
Colonel, G.S., Infantry,
Military Attache.

HAB:rs

From M.A. Havana, Cuba Report No. 6110 Date June 20, 1941

~~CONFIDENTIAL~~

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

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Target 2

Haiti and Santo Domingo: General Conditions (MID 2608)

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

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By AMF NARS, Date 05/04/89

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AMERICAN EMBASSY
OFFICE OF THE MILITARY ATTACHÉ
MADRID, SPAIN

No. 971.
September 15th, 1919.

OFFICE CHIEF OF STAFF
Executive Division
OCT 30 1919
2608-1
NOTED
H.W.3d
M.I.-10

FROM: The Military Attache, American Embassy, Madrid.

TO: Director of Military Intelligence, Washington, WAR DEPARTMENT D. C.

REC'D, M. I. B., O. C. S. OCT 3 1919

SUBJECT: Dominican Republic.

The following article appeared in El Dia (see my report No. 918 of August 12) with respect to Santo Domingo:-

"The following notice was sent to us this afternoon by the Fabra Agency:-

Signed by all the parliamentary representatives, the following document was remitted to the Spanish Government, who has sent it to the Government at Washington; this was signed by the leaders of the Romanones, Garcia Prieto, Cambó, Alba, Melquiades, Alvarez, Prieto, Gasset, Lerroux, Alcalá-Zamoro, Goicechea and Barcia parties.

The signers of this document, senators and deputies of the Spanish parliament, are agreed, without any reserves whatever, that it is opportune at this time for the Government of Spain to express in a friendly manner to the Government at Washington the great desire of the Dominican Republic that the government, which has been annulled by the military occupation to which this country has been submitted, be re-established; and believe that the Spanish Government should place its good offices before the Government at Washington, thus complying with its high moral duty toward the Dominican Republic and its cordial friendship with the Government of the United States.

This important act coincides with the presence in Madrid of the Dominican diplomat, Enrique Deschamps."

Thos. F. Van Natta Jr.

THOMAS F. VAN NATTA, Jr.,
LIEUT/ COL. Cav., U. S. A.

TFV/KK.

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

N.N.I. 87.

CONFIDENTIAL

Section: Op-16-C

NAVY DEPARTMENT
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON (Date:) March 22, 1921.

DEC:NEM

No.

TO: President Naval War College.
General Board.
Operations (Capt. Freeman).
Military Intelligence Division.
State Dept. (Mr. Hurley).
Comdr. Special Service Squadron.

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
MAR 24 1921
2608-2
2
WAR DEPARTMENT

Source: U.S. Marine Corps.

Subject: Haiti. Summary of Intelligence, from Feb. 1, to Feb. 28, 1921. 34X

A copy of the above report is herewith enclosed for your information.

MAR 24 1921
NOTED

A. T. LONG,
Rear Admiral, U.S.N.
DIRECTOR OF NAVAL INTELLIGENCE.

By direction.

A. DeCarre',
Captain, U.S.M.C.

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

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OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
MAR 24
1921

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- HAITI -

SUMMARY OF INTELLIGENCE - Feb. 1, to Feb. 28, 1921.

I THE MILITARY SITUATION

During the included period a small number of bandits have existed in the central part of Haiti, principally limited to the Des Bayes section, northeast of Dufially. They have created no known extreme depredations confining their existence to petty thieving and enforcing inhabitants to accompany and belong to their organization and to control, by fear, certain inhabitants in their vicinity. They continue to cause non-development of the Montague Noire section, practically the only part of Haiti, at present, without agricultural progress. Non-planting here exists for fear of supply to the roaming bandits. These bandits under Yeus, who has commissioned seven (7) ministers, two (2) delegates, and various chiefs of divisions, have numbered during the month from forty (40) to one hundred (100), with approximately eight (8) to ten (10) rifles. Latest information credits Yeus with about forty (40) active supporters and four (4) rifles with little ammunition.

Increased patrolling by Marines and Gendarmes in the "infected" area and principally a small Marine base patrol established in Des Bayes section. Habitation Chappelle St. Matin has depleted Yeus' force to the above figures and caused his inclination to surrender to approach accomplishment. Yeus is credited with the desire to come in but held out by the threats of a few of his chiefs and inhabitants, who desire to have banditism continue, to kill him if he does, is the main argument to him to continue in the field. The strong propaganda circulated in Haiti in regard to withdrawal of the forces of occupation lead the supporters of and active bandits to believe in their prospect of control when American forces depart. Yeus has however intimated his decision to surrender in a few days.

The small amount of banditism now existing in Haiti is quite certain to continue indefinitely, the heads of such organizations descending to minor chiefs in succession. (It is understood that Yeus' strongest chiefs, Estraville and Alcius, will never give up.) The former is at present sick with small pox. (Practically all present day ravages and serious depredations by bandits may be credited to the latter.) With the financial conditions as now exist in Haiti the non-employment induces many present active supporters of banditism to continue for means of a livelihood. Many of these could be cared for were funds available for necessary public works.

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II. ECONOMIC SITUATION

Living conditions continue the same as previously reported. Food is abundant, in fact, more so than for several years; markets larger and prices are declining for certain products. The lack of money and opportunity for work is most unfortunate for those who have not farms. Poverty continues throughout Haiti. The few means for employment of the inhabitants of the interior cause considerable vagabondage and encourage petty thievery. The cane season will assist labor in certain localities for certain classes. The principal sugar mill, Hasco, near Port au Prince, is now grinding and expects excellent results. No improvements have been effected in transportation or communication facilities except minor road work and endeavor to improve the road (trail) from Las Cahobas to Balladare, an unimportant undertaking. Exports and imports average no gains or appreciable loss over the preceding month. A few hundred tons of coffee have been shipped out of Jacmel and Petite Goave during the month. Business in Haiti remains practically dead and the prospect for future improvement is most indefinite.

III. POLITICAL SITUATION

No change. The numerous presidential candidates are furthering their own interests. Charles Emmanuel Kernizan, recently returned from France, having stopped en-route in the United States to secure support for his campaign. He is a little "off" mentally. Percival Thoby, the third memoer of the commission to the United States, left during the month to join Vicent and Sanon in Washington. Thoby has been Secretary to the Haitien Legation in Washington, (1904-1908). He is a son of Armand Thoby, a prominent and influential Haitien and is a secretary of the Union Patriotique. His representation is not serious outside of personal benefits. The political situation bids to remain more or less standardized until people in Haiti are informed of the intentions towards Haiti of the incoming administration, or result of the commission now in the United States.

U.S. Marine Hdqts — Haiti
Feb. 25/21

IV. PSYCHOLOGIC SITUATION

No friction between Marines and the population reported. The mental attitude of a certain element remains constant and anti-occupation. The magistrate at Las Cahobas, always a hotbed, stated he was decidedly impressed by the confidence of the people in his and surrounding sections in the military forces assisting Haiti.

The controlling factor under this heading is the propaganda now thoroughly coursing throughout Haiti by means of the newspaper "Le Courier Haitien" and other agencies of

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By AMF NARS, Date 05/04/89

the Union Patriotique with object of poisoning the inhabitants against the occupation. This paper reaches all parts of Haiti and is read to those who cannot read. Combined with the economic situation it has undoubtedly caused a certain state of unrest and apprehension in the usually quite South. Charles Zamor, the leader and most influential Haitien in the North, recently assured a few in Port au Prince that the North was, contrary to impressions, quieter than experienced for years. Most of all talk may at present be classed as "cafe gossips" of which there exists sufficient.

V. MISCELLANEOUS

There has been no material change in the situation in Haiti during February beyond the successful results of patrolling in the infected district. Many Germans, previously engaged in business in Haiti, have permission and are expected to return. Their advent is greeted with concern by the Syrians now in Haiti and with considerable interest by Haitiens who count upon them to bring in business and financial aid.

VI. GENERAL IMPRESSIONS FOR THE PERIOD

From all information, the methods adopted by the Union Patriotique are making considerable headway in Haiti. The influence of its organ "Le Courier Haitien" is widespreading and has considerable hold upon the inhabitants, especially the ignorant Haitien, to whom the paper's "say so" is final. The publishment of future probable withdrawal of Marines is now throughout Haiti and has caused apprehension in many sections and a basis for banditism to extend, if such was probable. Should future trouble arise, it, without question, can be laid to the influence of this paper.

Source: U.S.Marine Corps,
Feb. 28, 1921.

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

ADDRESS OFFICIAL COMMUNICATIONS TO
THE SECRETARY OF STATE
WASHINGTON, D.C.

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
APR 13 1921

DEPARTMENT OF STATE
WASHINGTON

2 608. 3

WAR DEPARTMENT

In reply refer to
U-H-839.00/2366

April 12, 1921.

NOTED: M.I.4
APR 15 1921

M.I.4F I.A.K.B. 4/14

Dear General Nolan:

I have recently received information from a reliable source in Asuncion, under date of February 18, to the effect that Doctors Federico Henriquez y Carvajal and Max Henriquez Urena the publicists and propagandists from Santo Domingo, now making a tour of South America, went to Asuncion on February 10, for the expressed purpose of enlightening the Paraguayan public in regard to Dominican affairs, particularly to criticize the Government of the United States for its military occupation of Santo Domingo, and especially to create moral support in Paraguay to the effort now being made to bring about the termination of this occupation.

The efforts of Doctors Henriquez y Carvajal and Urena, who are educated Castilians, were given an attentive hearing by the Paraguayan press and public, they were granted an unhurried audience by President Gondra, whose personal acquaintance they have enjoyed for many years, and seem to have created some pro-Dominican sentiment, which, however, is probably but transitory. The crucial incident of their efforts was at a meeting held at the Paraguayan Gymnasium under the auspices of the Federated Students of Paraguay, presided over by Doctor Cecilio Baez, Rector of

Brigadier General Dennis Nolan,
Military Intelligence Division,
War Department.

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By AMF NARS, Date 05/04/89

of the National University of Paraguay, and late Paraguayan Minister to England, France, Italy and Spain, addressed by both of the Dominican publicists, and attended by a numerous but mixed Paraguayan audience. Their remarks, while not of a highly inflamatory nature, constituted a somewhat bitter arraignment of American activity in Santo Domingo, and were inclusive of a peroration, received with some acclaim by the audience, that the time had arrived when the Latin political divisions of the Western Hemisphere should combine to oppose the encroachment upon their sovereignty to which the United States now seems to be addicted.

Doctors Henriquez y Carvajal and Urena have expressed an intention to continue the dissemination of Dominican propaganda in Paraguay for two weeks.

Very truly yours,

W. L. Hurley

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By AMF NARS, Date 05/04/89

N. N. I. 96

ATTACHÉ'S REPORT BLANK

2608-3

APR 5

Forward five copies (original and four carbons); this number is necessary because of the limited personnel in O. N. I. and because of the urgency for quickly disseminating information from attachés. These copies will be distributed by O. N. I. as per footnote, according to subject matter.

FROM Office of Naval Intelligence Navy Department, WASHINGTON,

From A. Intelligence Date March 5, 1921 Serial No. 49 File No.
(Commence new series each January first.) (Select proper number from O. N. I. index.)

Source of information O.

Subject ARGENTINE: LECTURE TOUR OF DOMINICAN DELEGATES
(Nation reported on.) (Index title as per index sheet.) (Subtitle.)

BRIEF.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

The Dominican delegates, after lecturing in Argentina and Paraguay have gone to Chile.

APR 16 1921 M.I.4 F.A.K.B. 4/16

NOTED M.I.2.

1. Max Henriquez Urena and Federico Henriquez Carvajal, who have been giving a series of lectures on the oppression of Santo Domingo by the United States, left for Chili on March 5, 1921.

2. Such a topic is always a popular one in Latin-America; and the lecturers were given much attention, although they were considerably heckled at one meeting by the more facetious newspaper men. Latin Americans always examine and assay a question with self-interest only in mind; and popularity or sympathy is too fleeting a thing to merit any effort to secure it from such people. Hence it may be assumed that the Argentines care very little whether Dominicans are or are not oppressed, but that they lend attention and sympathy to any matter opposed to a country stronger than their own.

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OFFICE CHIEF OF STAFF
MIL. INTEL.
APR 21
1921
WAR DEPARTMENT

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M.I. 4F J.A.K.P. 4/21

4/20/-1
Wash Herald

Dominican Asks Uruguay to Head Protest to U. S.

(Special Cable to The Washington Herald and Chicago Tribune.)

MONTEVIDEO, April 19.—Tulio Cestero, who, with Senors Carvajal and Urena, has been conducting an anti-American campaign in South America for the last six months, is now endeavoring to get the Uruguayan government to take the initiative in making an official protest to Washington against the military occupation of Haiti and Dominican Republic. Cestero, who has visited the undersecretary for foreign relations to explain his mission, announced that he will remain in Montevideo until the return of the president and the foreign minister from the interior.

The Uruguayan government lent its ears to Carajal and Urena before Secretary Colby visited the country, and Cestero hopes to get definite action.

The Dominican plan is to get the South American republics to unite in a protest to Washington. Their campaign of libel against the United States has been devoted to planting the fear of "American imperialism" among the South American republics, holding up Dominican Republic as an example of what may happen to any Latin-American republic which displeases the United States.

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OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
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WAR DEPARTMENT

317

SUBJECT Peru--Political. 49 Alien.

Service Report. Hayti & San Domingo

From Peru

No. Dispatch No.1366. 1366 Date April II,1921., 19

Replying to No. Date, 19

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

The propaganda of the Haitians and Santo Dominicans in reference to the occupation of the island of those two peoples by the United States, has reached Peru. Two illustrious Doctors of their ilk have lately been in Lima, and have succeeded in getting more or less publication of notices in reference to themselves, and the conditions of the two tribes with reference to the United States. They have also held a few small conferences.

In addition to the above, M. Flores Cabrera and Manuel F. Cestero publish an article in the Tiempo, of Lima, April 9, in which they tell how Dr. Henriquez y Carvaja will have an interview with President Harding, and state that the Santo Dominicans have not accepted the Wilson plan of December 23.

The Lima papers state that the two men are travelling around South America to arouse sympathy. It has not been learned so far who is paying the expenses of the trip.

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By AMF NARS, Date 05/04/89

N.N.I. 87.

CONFIDENTIAL

Section: Op-16-C

No.

NAVY DEPARTMENT
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON (Date: April 20 1921

OFFICE CHIEF OF STAFF
MIL. INTEL. DIV.
1921 APR 25
DEC:NEM
2608-4
WAR DEPARTMENT

TO: President Naval War College.
General Board.
Operations (Capt. Freeman).
Military Intelligence Division.
State Dept. (Mr. Hurley).
Comdr. Special Service Squadron.

Source: U.S. Marine Corps.

Subject: Summary of Intelligence, San Domingo, From February 1st, to February 28th, 1921.

4—3546

A copy of the above report is herewith enclosed for your information.

A. T. LONG,
Rear Admiral, U.S.N.
DIRECTOR OF NAVAL INTELLIGENCE.

By direction.

A. DeCarre',
Captain, U.S.M.C.

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By AMF NARS, Date 05/04/89

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SUMMARY OF INTELLIGENCE, SAN DOMINGO

FROM FEBRUARY 1, 1921 to February 28, 1921.

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OFFICE CHIEF OF STAFF
DIV
APR 25
WAR DEPARTMENT
APR 25 192
NOTED

1. MILITARY SITUATION:

In addition to the four armed bands mentioned in the report of last month, there are two others. One, led by Ramon Batias, with a few armed followers, operates in the vicinity of Higuely, and the other, under the leadership of Olivorio Mateo (Dios Olivorio), with from twenty to thirty followers, staying hidden in the mountains north of San Juan and Bonica. Olivorio Mateo is a religious fanatic and is dangerous only in so far as he provides a refuge for criminals. An attempt to make him surrender was unsuccessful, due to the influence of some of his followers.

The total number of armed bands number six. The depredations and operations of all six have increased during the month and may be expected to increase further. Tolete (Celestino de Rosario) is the chief offender and is responsible for the three raids on sugar estates during the month. On February 26th the Colon Estate was raided (located 8 miles northwest of San Pedro de Macoris), on the morning of February 27th Quiaqueya was entered (located 12 miles north by northwest of Sna Pedro de Macoris), and, at noon of the same day, the same band entered the batey at La Paja (18 miles north by northwest of San Pedro de Macoris). They secured, in all, about $500 in money and a large quantity of food, clothing, and liquor. One native, a member of the robber group led by Ramon Batias, was captured by Tolete and Martin Peguero (both of whom claims to be revolutionists and not bandit leaders). This native was killed and a note signed by Peguero was found pinned to his clothing, stating that thieves were killed whenever encountered. The bands are increasing in size, and despite the redoubled efforts of the troops, which resulted in eight contacts for the month, the bandit activities have increased. None of the bands keep their main camp in one place for any length of time, which makes it more difficult for the troops to locate and destroy them. Heretofore, bandits have refrained from attacking small patrols and detachments, but emboldened by their recent successes attacks upon small detachments and patrols may be momentarily expected. There are consistent but unverified reports to the effect that these marauders have practically new arms. It is well known that they are well armed and well supplied with ammunition, and it is thought, that though somewhat exaggerated, these reports are true.

Lack of funds has caused the abandonment and changing of a number of outposts, but patrolling has been redoubled so that at the present time the maximum number of patrols are being made. The planes are cooperating with the troops in scouting and patrolling, and are also being equipped for combat work with bombs, grenades, and machine-guns.

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By AMF NARS, Date 05/04/89

There are no supporting troops, the Guardia Nacional having been reduced to such an extent that they are no longer able to patrol.

The naval vessels present, all stationed at Santo Domingo City, are:

U.S.S. DESPATCH (Admiral's yacht).
U.S.S. CHEMUNG (Tug).
U.S.S.C. 443.
U.S.S.C. 444.

The activities and depradations of these self-styled revolutionists will be greater during the coming month. The bands will be larger and more active, and will cover a larger territory than heretofore, working westward into the province of Santo Domingo. The natives will be forced to recognize and favor the bandits, in spite of the fact that the majority of the inhabitants desire law and order.

2. ECONOMIC SITUATION.

There is no change in the economic condition of the Republic, except for the fact that there are a greater number of unemployed. Prices are high but show a slight tendency to decrease.

The peak of the economic crisis has been reached and conditions will probably better themselves, dependent upon the ability of the Military Government to float the loan.

3. POLITICAL SITUATION. in the Dominican Republic

The situation is gradually taking a definite form after the muddled condition which has existed for the past two months. The followers of Dr. Henriquez y Carnajal may be called the Nacionalista or Henriquista Party, represented on the ground by the Dominican National Union which is the best organized political body in the Republic. The Horacistas have maintained their own organization and are still talking and planning a revolution. The Jiministas may be discounted, except for the personal following of Desiderio Arias, who is not affiliated with any party, but towards whom the Horacistas are making strong overtures. The Velazquistas (Federico Velazquez, leader, member of Consulting Committee) are gaining strength slowly and are soon to be one of the important factors.

HENRIQUISTA OR NACIONALISTA PARTY: (Dr. Henriquez y Carvajal, leader abroad - Emiliano Tejera, at home).

Due to lack of funds the diplomatic drive of this faction is losing momentum. Julio Cestero (secretary to Henriquez y Carvajal) has joined Max Henriquez Urena (sone of the Doctor) and Federico Henriquez y Carvajal (brother of the Doctor) in South America to lend impetus to the drive there. Horacio Blanco Fombona (ex-editor of "Letras" - deported November 30, 1920) spent some time in Cuba, from which place he went to Mexico and is now there writing articles attacking Dr. Henriquez y Carvajal,

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By AMF NARS, Date 05/04/89

claiming principally mismanagement and misappropriation of funds. These articles have harmed Dr. Henriquez y Carvajal and will make it more difficult for the Henriquistas to bring about another "patriotic week" this Summer to raise funds. There will be no activities further than the work of the three men in South America until more money is secured.

HORACISTA PARTY: (Horacio Vasquez, leader)

This party is apparent quiescent except for the activities of Rafael Estrella Urena and Jose Eugenio Kunhardt, recently-returned delegates from the Pan-American Labor Congress in Mexico City, who are violently attacking the Consulting Commission and the proposed loan. The easily-led Vasquez is remaining quiet until he sees whether the sentiment is stronger for or against the Consulting Committee. This faction is still in communication with the bandits in the Eastern District and are encouraging them in their activities, and it is believed, supplying them with arms and ammunition. Nothing of a definite natureis expected until some sort of a declaration is made by the present Administration.

VELEZQUISTA PARTY: (Federico Velazquez, ~~leader~~ member of Consulting Commission)

This party is daily growing stronger and will eventually be one of the most important factors in the Republic, as it has a strong leader and is composed of men inimical to Vasquez and Carvajal. They are not committing themselves to any policy but are supporting the Consulting Commission.

FUTURE SITUATION:

The Junta Nacionalista or Dominican National Union are to hold a convention early in March in order to plan a way to raise funds. This plan (although it may not be carried out) will not meet with the approval of the general public. Emiliano Tejera, heretofore a strong friend of Horacio Vasquez (now leader of the Dominican National Union) is the head of the Henriquistas in the country, and a strong single factor. The Horacistas will still further cement their organization and through the press hinder the Consulting Committee and the activities of the Henriquistas while assisting the armed bands in the provinces of Seibo and Macoris.

4. PSYCHOLOGIC SITUATION:

There has been no increase in the friction between troops and natives. Some was expected during the festivities of the 26th, 27th, and 28th (celebration of Dominican independence from Haiti), but due to the precautionary measures taken there was none. The attitude in general towards the troops is that of resigned toleration. The one thing that is more influential than any other in maintaining the unstable economic situation and vacillation of the political leaders is the lack of any definite statement from the new president regarding the future of the country. The greater part of the propaganda is being directed against the members of the Consulting Committee personally. Reports of friction between the civil population and the troops are given wide publicity. There are several books now being written for the purpose of discrediting the forces of occupation.

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By AMF NARS, Date 05/04/89

Emiliano Tejera, president of the Dominican National Union and supporter of Dr. Henriquez y Carvajal, is the most prominent man among the politicians in the country. The man behind the scenes, and the one to whom sooner or later all politicians make overtures, is Archbishop Nouel, the strongest and most influential man in the Dominican Republic. The press is still hostile, and print such articles as they choose, since the release of the newspaper men and the revocation of executive order regarding publications.

The report in detail of funds available for propaganda is as follows:

PATRIOTIC FUND:	(Approximate) RECEIVED:	EXPENDED:	BALANCE:
(a) Forwarded to Don Emilio Bacardi (banker, Santiago de Cuba) subject to check by Dr. Henriquez y Carvajal	$129,000	$100,000	$ 29,000
(b) Held in Santo Domingo through influence of Horacio Vasquez	40,000	17,000	23,000
(c) Held in Santo Domingo in neutral hands awaiting proper disposition -	20,000		20,000
(d) Funds reported in existence in Santo Domingo but unaccounted for under (a), (b), or (c) -	12,000	8,000	4,000
(e) Funds sent to Press Congress from (b) and (d)	4,000	4,000	
	$205,000	$129,000	$76,000

5. MISCELLANEOUS:

THE CONSULTING COMMISSION is functioning with the addition of two new members, Manuel de Jesus Gonzales Marrero, and Pedro A. Perez, making a total of seven in all. Little or nothing is known of the two new members. The Commission is not working harmoniously, there being dissention among the members, and they have not as yet come to working terms with the Military Government. However, they are withstanding all hostile criticism fostered by the Horacistas and the Henriquistas working independently.

The Junta Nacionalista will have a convention in San Pedro de Macoris in March, but it is not expected that it will be productive of results as it is not looked on with favor by the majority.

Fabio Fiallo, one of the released newspaper men, left for the United States on February 22, 1921, for the follow-

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By AMF NARS, Date 05/04/89

ing reasons: irst, while Assistant Secretary of War under Ramon Caceres in 1908, he advocated the sale of Samana Bay to the United States. One of his enemies, Pellerin Castillo (crook - professed pro-American) threatened to publish this in the papers and Fiallo left to avoid the exposure. Second, Losing his ~~influence~~ here and wants to get into the lime-light in the United States.

6. GENERAL IMPRESSIONS FOR THE PERIOD:

A sort of order is being established out of the chaos in the political situation and the economic situation and affairs are beginning to run more smoothly. The average Dominicans, tired of the biskerings of the local politicians, are united in favor of the consulting Committee, which to them presents the only hope in a badly muddled situation. They do not place absolute trust in any of their leaders, but look to the Junta Consultiva, assisted by the Military Government, to work out the economic, political, and financial salvation of the Republic. They then expect the administrative officers of the United States navy to leave, but under no circumstances do they want the troops to go. This seems to be the opinion and the hope of the vast majority of Dominicans. The bandit activity in the Eastern District, although coming at a very unusual time of the year (ordinarily occurs from May to September) was not entirely unexpected, as it is the result of much pr paganda and a serious economic situation. Had the few remaining bandit leaders in the bush (six in all) been killed or captured, there would have been no leaders around which to have established the present bands. They style themselves revolutionists and have been made to believe that they are, and further that they are fighting for the independence of the Dominican Republic.

Source: U.S. Marine Corps,
March 24, 1921.

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

DEPT. OF STATE
DIV. OF INTELLIGENCE
APR 28 1921
1921 2608-J

SUMMARY OF INTELLIGENCE, HAITI,
FROM MARCH 1, 1921 to MARCH 31, 1921, INCLUSIVE.

I. THE MILITARY SITUATION.

The situation is much the same as reported for February 28th. The locations of the chief Yeus and his assistants have from necessity, to avoid patrols changed during the month. It is learned that all are exhausted from continued movement in poor health and condition and the followers desire to surrender. The infected area remains about the same though on one ocassion a small band penetrated further south than has been the rule for several months. The bandits have been operating in small bands and have committed very few depredations except theft of food. They are practically without ammunition. Various estimates of Yeus' command have been received all establishing no alarming numbers or increases and averaging as previously reported. A former prominent chief, Estifable, released from prison during the month by disapproval of his provost court, immediately took the field with two (2) rifles and has gathered ten (10) followers. He has already succeeded in killing three (3) of the native witnesses who appeared against him in his trial. He is one of the worst criminals of Haiti and chief amusement is slashing off the knuckles of children with a machette. It is understood he will unite with Yeus. No new remarks can be made in connection with the future military situation. A change is hardly looked for, one way or the other. Banditry or as at present exists organized petty thieving is bound to continue and as long as it is no more serious than at present it is merely an inconvenience. Constant patrolling must be kept up with hope that bandits will be kept to a minimum and ineffectual. It is extremely difficult to develope the few scattered small bands not out if they do not desire to show their presence. Information of their locations is always late in receipt and only by accident or luck will the principal chiefs be apprehended.

II. II. ECONOMIC SITUATION.

Living conditions are apparently the same. Interior markets are excellent and prices reasonable but food stuffs have not been entering Port au Prince in necessary abundance. Cattle are more plentiful and af better grade. No further public work is possible with the low condition of public funds except road repair. A construction of a new grade from Terre Rouge to Callabassier, on the Port au Prince - Mirebalais road, is now under process. Money remains tight and

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By AMF NARS, Date 05/04/89

business exceedingly quiet. The inhabitants of the interior are mainly concerned with the struggle for existence and have little time for else. There are more gardens than have existed for years. Imports hold to last months amount. Exports have doubled, mainly consisting in coffee and sugar. The Haitian American Sugar Company (Hasco) has exported about 20,000 bags to date. Considerable coffee is going out but is still far below average shipment. Coffee has always been the principal export revenue of Haiti. Quite a bit of labor is emigrating to Cuba as is usual at this time of year.

III. POLITICAL SITUATION.

The candidacy of Edmond Kespenasse for president was publicly announced as the representative of the "Union Patriotique" but later denied by that association. Northern papers published announcement of Bobo's candidacy for president and an agitating note and call for concerted action for the independence of Haitiens. He is credited in being in Kingston, Jamaica having recently arrived from France. He has a strong following in certain localities of northern Haiti alone. Charles Zamor Has publicly announced his candidacy for Senator from the North which means use of the term Senator as a later switch to presidency. Charles Zornizan is mentioned as being the "strong man of Haiti" by the "Revue Parlementaire" of Paris. No evidence outside of personal gain has yet been shown by any possible candidate though A. Nemours of Cape Haitien, an ardent supporter of Dejoir Laroche, recently wrote a favorable occupation article verging on patriotism. The "Union Patriotique" is continually being torn apart by its members. The unity of its members, if ever seriously existed, is continually desolving into various factions. A public meeting of this society was recently prevented by the President on grounds of no necessary permit. This caused considerable agitation in Port au Prince. A new paper representing the moderate factor of this organization was recently published but quickly succumbed through lack of support. Another new radical sheet "L'Artibonite" has appeared in Gonaives, and is edited by Stephen Alexis, a candidate for deputy. It began its attack with the Sanitary Service as an object. The newspapers "L'Aveile" and "Les Verristes" in Cape Haitien have continued scurrilous articles against the present Haitien government, the occupation and Americans in general. The press is certainly booming.

The people in the interior show no interest or activity in politics. They appear contended and happy. This fact is most fortunate. Certain attempted

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By AMF NARS, Date 05/04/89

minor agitation is occuring in the usually quiet South with the towns of Jacmel and Aux Cayes as principal theatres.

There are really no political developments. The German Minister to Cuba, Zitelmann, recently arrived in Haiti with Richard Lucas, formerly of Port au Prince, deported last year and now granted permission to return. He was the most influential German in Haiti and a suspected agent to the German government.

IV. PSYCHOLOGICAL SITUATION.

The only known friction between Marines and Haitiens occurred in Hinche from a misunderstanding of language by members of the new enlisted personnel. The incident though not serious was regrettable but natural. The mental attitude of the Haitiens for and against the Occupation has not changed. The money and office-seekers are "sore-headed" and the interior inhabitants satisfied with conditions in Haiti. Only in the larger communes appear agitators. These latter continue to be encouraged by the liberty of the press and are purely political and office seekers. The propaganda energies of the organ of the Patriotique Union, the Courier Haitien, continue. From estimate this association has about 4,000 members, an absurd number when compared to the expectations of the founders, last November. It would be a safe wager that less than ten (10) percent of this number would like to see the occupation withdrawn. This is one of their four official "desires" This class of people endeavor to dominate all Haiti in though. They are keen for any nation except Americans.

V. MISCELLANEOUS.

The situation exists as in previous recent months. Little is heard from the commission now in the Unites States. A brief article was noted from a New York paper of the interview of Sanon and Mr. Knox. It is rumored here that Vicent has gone to Paris and Thoby's whereabouts are unknown. Sanon appears to have lost considerable prestige in the Union and A.N. Legar is now thought to be their leader.

There is uneasiness among the city politicians over the absence of announcement by the President of the time for elections but the conservative people are not bothering about such and appear to prefer not having same. No feeling has developed as yet in this connection.

VI. GENERAL IMPRESSIONS FOR THE PERIOD.

There is nothing striking, important or any de-

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velopment occurring during the month. It appears that the class of Haitiens particularly interested are still marking time for action on part of the new administration of the United States. Some changes is looked for. The general idea is to ask for much and get something rather than remain quiet and get nothing.

Source: U.S. Marine Corps,
March 31, 1921.

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By AMF NARS, Date 05/04/89

CONFIDENTIAL

Section Op-16-C

No.

NAVY DEPARTMENT
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON (Date:) May 10, 1921.

DEC:NEM

OFFICE CHIEF OF STAFF
INTEL. DIV
1921 2608-6
MAY 14
WAR DEPARTMENT 34

TO: President Naval War College.
General Board.
Operations (Capt. Freeman).
Military Intelligence Division.
State Dept. (Mr. Hurley).
Comdr. Special Service Squadron.

Source:
U.S. Marines.

Subject: Summary of Intelligence, Santo Domingo, January 1921.

4—3546

A copy of the above report is herewith enclosed for your information.

NOTED M. I. 2
MAY 14 1921

A. T. LONG,
Rear Admiral, U.S.N.
DIRECTOR OF NAVAL INTELLIGENCE.

By direction.

A. DeCarre',
Captain, U.S.M.C.

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By AMF NARS, Date 05/04/89

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1921 2608-6 MAY 14
WAR DEPARTMENT

SUMMARY OF INTELLIGENCE

SANTO DOMINGO, JANUARY 1921.

1. THE MILITARY SITUATION:

There are at present four semi-organized bands of marauders in the Dominican Republic led by Ramon Natera, Cabo Gil, Tolete, and Martin Peguero. Tolete (escaped convict) and Cabo Gil are more or less under the immediate leadership and direction of Ramon Natera, who bases in the dense woods of the section 18°28' N to 18°33' N and 69°03' W to 69°08' W. (de Moya map). This territory is very thickly wooded and nearly impassible. Their activities consist of sudden raids and forays into the settled districts for the purpose of securing money, food, and clothing. One of these raids was planned and executed by Tolete on the Angelina Sugar Estate (8 miles north-west of San Pedro de Macoris) on the evening of January 18th, 1921. The bands number from 35 to 40 men each, all armed with revolvers, or sawed-off 50-70s, and machetes. In addition to these there are small bands of criminals preying upon the people, who are of little or no importance except as they may join the larger bands. The majority of the arms are unserviceable for any continued action, they will not stand and fight unless they are greatly superior in numbers, and will retreat then if a determine offensive is taken. It is impossible to form an exact estimate of the number of arms remaining in the country, but enough to start serious trouble may be produced upon very short notice. These were buried or hidden during the first days of the occupation, and are now being brought out. Arms are smuggled in in small lots, but by careful partolling attempts to smuggle arms in quantities have been frustrated. However, the Horacistas are attempting (according to their own statements) to purchase arms for future needs, and have been arming the bandits in the Eastern District. (We have no absolute proof yet).

The Naval vessels present, all stationed in Santo Domingo City, are the:

USS CHEMUNG (tug)
USS DESPATCH (Admiral's yacht)
Subchasers #443 and #444.

2. ECONOMIC CONDITIONS:

The living conditions in the Dominican Republic must be considered, from the standpoint of both natives and Americans. From the native's standpoint they are very unsatisfactory, for prices are high, money scarce, and there is a general business depression caused by the merchants being overstocked with goods bought at the top of the market; by the reduction in the price of

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sugar; by lack of funds in the National Treasury. Native foodstuffs are increasing in quantity with a considerable drop in price, although the price of imported foods remain high. There is no good beef in the Republic for there are no refrigating facilities and the cattle are small and of mongrel breeds, except on certain sugar estates where they are reaised for the use of the estate only. Ice is scarce and high, and can only be obtained in the larger towns. Living conditions are very unsatisfactory for Americans, principally because of poor sanitation. The scarcity of houses is a problem for, as a result of the peaceful conditions of the country, there has been an influx of foreigners. Construction materials have been exceedingly scarce and high in price, making it impossible for people with little capital to build. Rents are all out of proportion considering the value and desirability of the properties, and are increasing all the time. No cities have sewerage systems or water works, the water all coming from cisterns and wells. A few towns have city electric plants, valuable only for street lights as the service in private homes is execrable.

The production of the principal raw materials is curtailed either because of lack of market or low prices. Sugar production is cut down because of low prices; the companies have reduced their working forces and expext to cut only a portion of the crop. Cocoa does not have a ready market and the price is low though production is normal, for it is grown on small farms by natives and they sell regardless of price. The tobacco situation was extremely serious until the Military Government established a market for this product, which has alleviated the condition. There will not be a large crop as many growers planted other things in their tobacco fields when the price went down. A good crop of coffee is expected. Transportation is very poor; on the south side of the island it is entirely by water, on the north side by truck (in good weather) from Monte Cristi to Santiago, and by rail from Puerto Plata to Sanchez via Santiago, though, due to the difference in guages, all freight must be transpshipped at Moca, (15 miles east by south of Santiago). Until the cessation of work by the Public Works Department (lack of funds) all efforts were being made to complete the road running from the north to the south coasts, which would have helped the transportation system immensely as all freight from north to south must be shipped by water around the eastern end of the island. There are several good roads leading from the larger cities into the interior, but by far the most of the exports from the interior are brought in by bull-carts or pack animals. The only method of passenger transportation (except small sailing vessels) is the Clyde Line with three ships giving fortnightlyservice to and from New York. Prices are high and accomodations poor, due to their monoply. The SS Marine attempts to make weekly trips to and from Puerto Rico, on which boat the same state of affairs exists. About once a month a Cuban ship makes a trip from Santiago de Cuba to Puerto Rico and return, stopping enroute at Santo Domingo City. In addition to this, the Clyde Line, the

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the Bull-Insular Line, and the Columbus Line run freight ships at irregular times, cargo space in which is usually contracted for months in advance. There are a few lines running from Europe, one Norwegian, one British, one French, and one Dutch, their ships arriving at irregular intervals. The usual quota of tramps may be seen in ports at any time.

COMMUNICATIONS between all towns is by telegraph, owned and controlled by the Government. It is not a complete telegraph system, however, there being relays of telephone lines at various places, making the service unreliable. There is one Government owned radio station situated at Santo Domingo City operated at present by Navy personnel, the only other set of consequence being that owned and operated by the La Romana Sugar Company. (30 miles east of San Pedro de Macoris). Communication between all marine detachments is by radio.

The situation will be worse, at least until the new congress meets, for all classes, political, financial, business, laboring, and farming, are waiting to see what the policy of the new administration will be. The only thing which will better the economical condition quickly and materially is the announcement that the forces of occupation are going to remain.

3. POLITICAL SITUATION.

There is a great deal of dissension among the political parties due to the conflicting opinions on the Consulting Committee. The activities of all factions are practically at a standstill (except the Horacista) awaiting the action of the New administration. The Horacistas are working quietly, strengthening their forces in case a revolt is decided upon. The parties are split into two camps, anti-American and pro-American, that is against the Consulting Committee and for the Consulting Committee.

Political parties in Latin-American countries rarely if ever have a definite platform and usually follow a certain man. This is true of the Dominican Republic. There are four political parties in the Republic, the Jimenista, the Horacista, the Velazquista, and the Legalista. The first two mentioned are the active ones at present, and may be classified as the pacifist (Jimenista) and the revolutionary (Horacista) parties. The Velazquista party is only important as it becomes necessary for the two stronger ones to make overtures and concessions toward it. The Legalista party may be discounted because its entire personnel comes from a few large families in the province of Azua.

JIMENISTA PARTY. (Leader - Dr. Francisco Henriquez y Carvajal).

The Jinenista party, the oldest in the Republic, was formed by Juan Isidro Jimenes (now dead) in 1899. Until that time there had been no parties because of the rule of the dictator Hereaux, but, upon his assassination, the people called Jimenses for president and so the party came into existence. The Jimenistas are called the pacifist party because of the fact they have never started a revolution, however, their policy when in power has neither been constructive nor for the best interests of the Republic.

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They are at present supporting Dr. Henriquez y Carvajal (president at the time of theoccupation) in his efforts to force the peaceful withdrawal of the American forces. The principles of Dr. Henriquez y Carvajal are as philanthropic as possible for a Latin-American, and he is actually working for the good of the Republic. He is the originator of the present scheme of a consulting commission, and, during the early part of the month was severely criticised and consured for this. He lost many of his supporters at this time, for they were disappointed in not obtaining an immediate restoration, yet, his staunchest adherents are still supporting him, and think that inauguration day will be followed by an order for the withdrawal of the Military Government. Their activities are at a standstill in the United States, though two representatives of this party, Max Henriquez y Urena (son of Dr. Henriquez y Carvajal) and Federico Henriquez y Carvajal (brother of Dr. Henriquez y Carvajal), preceded Secretary of State Colby through South American denouncing the occupation of Santo Domingo, trying to make it as embarrassing as possible for the Secretary, and attempting to foment a hatred of the United States. They will conduct no further activities until after March 4th.

HORACISTA PARTY. (Leader - Horacio Vasquez)

Horacio Vasquez was president for a short time after the death of Hereaux, and at the election of Jimenes secured the vice-presidency. While on a trip to the Northern side of the island in 1902 he revolted against Jimenes, was successful, and thus the Horacista party was formed. They have been following the one leader, Horacio Vasquez, since, have been the instigators or participants in every revolution, and can be rightly termed the revolutionary party. The Horacistas are still maintaining their double standard. They are outwardly supporting Henriquez y Carvajal, but are planning his overthrow, or the overthrow of any president who is not of their party. There are no disinterested politicians or patriots in the Horacista party - all of them want power for personal motives alone. Their major activity at the present time is attacking and intimidating the members of the Junta Consultiva through the press. They control nearly all newspapers. Still, they are clever enough to be represented on the Commission by Jacinto R. de Castro. Their attacks on the Military Government, through the press, have increased since the release of the journalists on January 5, 1921, and the unusual activities of Cipriano Bencosme and other leading Horacistas gives foundation to the fact that they are organizing the party for some sort of action. It has been definitely established that this faction has been in communcation with the armed groups infesting the Eastern District and are partly responsible for the increased banditry during the month.

4. PSYCHOLOGIC SITUATION. (Propaganda)

The friction between troops and the civil population increased during the month and may be expected to increase.

There are the usual reasons for this:

1. Difference in color.
2. Difference in language.
3. Difference in customs.

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4. Difference in mode of living.

However, the increase was not due to these principally, but to two other reasons:

1. Concerted effort upon the part of the agitators and politicians to discredit the forces of occupation.

2. Freedom of the press.

Heretofore there has been a great deal of anti-American propaganda spread throughout the country, but no effort at unity made. Due to the efforts of the Press Congress (adjourned January 12th, 1921) a systematic attempt to discredit the Military Government has begun, especially are reports made of all cases of friction between the troops and civil population. Several methods are used in accomplishing this. All reports received by the papers are exaggerated and the reporters (Dominicans) greatly embellish them. Each case as it is published is verified and the newspaper asjed to print either a denial or the true facts. The press is increasing the hatred toward the Americans. The friction between the troops and the civil population may be expected to increase during the latter part of February, when, on the 27th, Dominican Independence Day is celebrated.

Generally the attitude toward the garrisons and the United States is the same, for, to the majority of the people the troops are the United States. Politicians, agitators, and laborers of the cities influenced by union leaders, are hostile. The substantial intellectuals, property owners, small farmers, and country laborers are, as a majority, friendly but with this friendship concealed. To state it fairly the people must be taken by classes:

1. Educated higher class living from incomes:

Friendly toward the United States, indifferent toward the garrisons, but, realizing the benefits of the occupation, desire the troops to stay until the country is stable. Will admit this to Americans and their contemporaries.

2. MERCHANT CLASS

Friendly toward the United States; friendly toward the garrisons (for business reasons); desire the occupation to continue; do not commit themselves either way.

3. NEWSPAPER MEN AND WRITERS.

Hostile toward the United States (afraid of her power); sincerely hostile toward all members of the garrisons.

4. AGITATOR CLASS:

Hostile toward everything the Military Government does; toward all its members and toward the United States

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(except where they can further their own interests); are not men of action and dangerous only in the influence they exert.

5. FARMER CLASS:

Friendly toward the United States (stand in awe cannot conceive what it is) desire to be friendly toward the troops and honestly want them to remain. Afraid of the agitators and criminals, believe all propaganda. Largest class, ignorant, gullible and easily led.

6. LABORING CLASS:

(a) Skilled workmen.

Friendly toward the United States. Working contentedly; friendly toward the occupation; and care for no change.

(b) Unskilled workmen.

Hostile at present; desire to be friendly but are made to believe that present economic conditions are caused by the Military Government; easily influenced by agitators; would constitute the nucleus of any force causing disorder.

7. STUDENT CLASS.

Very few in number; very active; very hostile.

The Attitude toward all other nations is extremely friendly manifested in order named, Spain, Venezuela, Mexico and Germany, little or no expressions toward other countries.

The following amounts of money are available for propaganda purpose though Dr. Henriquez y Carvajal is running short of funds and his followers will no doubt attempt to hold another patriotic celebration for the purpose of raising more, dependent, however, upon the attitude of the new administration.

PATRIOTIC FUND: (Approximate)	RECEIVED	EXPENDED	BALANCE
(a) Forwarded to Don Emilio Bascardi (banker, Santiago de Cuba) subject to check by Dr. Henriquez y Carvajal	$129,000	100,000	29,000
(b) Held in Santo Domingo through influence of Horacio Vasquez.	40,000	17,000	23,000
(c) Held in Santo Domingo in neutral hands awaiting proper disposition.	20,000		20,000

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PATRIOTIC FUND: (Approximate)	Received	Expended	Balance
(d) Funds reported in existence in Santo Domingo but unaccounted for under (a), (b), and (c).	12,000	8,000	40,000
(e) Funds sent to Press Congress from (b) and (d).	4,000	4,000	
	$205,000	$129,000	$75,000

5. MISCELLANEOUS:

1. CONSULTING COMMITTEE: (Junta Consultiva)

The division of opinion among the political factions has been occasioned by the announcement, (in the Military Governor's Proclamation of December 23rd) that a Consulting Committee would be formed. It will be remembered that Dr. Henriquez y Carvajal submitted this plan to the United States Government before the Proclamation was issued. November 29th, 1916. At that time the committee was composed of:

1. Adolfo A. Nouel, Archbishop of Santo Domingo (Jiminista)
2. Francisco J. Peynado, prominent lawyer, (No party)
3. Jacinto R. de Castro, prominent lawyer, (Horacisto)
4. Federico Velasquez, retired financier, (Velasquista)

This commission refused to act in accoordance with the wishes of the Military Governor and resigned, they were invited to again from the committed and agreed, providing certain modifications were made, principally the one concerning the Technical Advisor. This proposition was made on January 3rd, but no action was taken until the 28th of January, when the Military Governor announced that he would accede to some of their requests. Up to date (January 31) no further action has been taken.

The Jiministas are divided about the plan; the strong followers of Dr. Henriquez y Carvajal being for it and the remainder opposed because it does not bring about the immediate restoration. The leader of the Horacista party (Horacio Vasquez) has made not declaration regarding the committee but it is thought that he will make a public announcement in favor of it. However, if such is the case it will be a surface statement for it is positively known, that his personal ambition is such that he will not support anything that does not give him or one of his party, the power. This commission is causing more dissension among Dominicans than any other one thing since the occupation. The majority of the substantial thinking people have not decided either for or against, but it is thought that they will accept as it is the only solution in sight at present. The professional politicians, the agitator class, and all those who live from the people or who can get no spoils from the present government, are violently opposing it and they control the Press.

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2. PRESS CONGRESS.

The Press Congress adjourned the 12th of January, 1921, with out accomplishing anything of particular importance. Resolutions of every description were passed but few carried out. Their chief pastime was sending cables. It has effected the Press in that it is more unified in viciously attacking the government. The release of the journalists arrested for violation of Executive Order #385 has led them to believe that they are immune from prosecution. Their attacks on members of the Consulting Committee (fostered by the Horacistas) prevented several men from joining who otherwise would have been glad to accept as a patriotic duty.

3. DIVISION OF PARTIES:

The division of parties seems to be an apparently even split between the Pro-American and the Anti-American. The term Anti-American is easily understood; the term Pro-American, as used here means those who favor the American rule under which they now are until the country is in such stable condition that is can govern itself. These latter constitute the:-

1. The educated wealthier class.
2. The Merchant class.
3. The Farmer Class.

The last class, not only for the reason given, but because the presence of the troops has brought to them the benefits of peace, although this class is unstable and easily changed.

The Anti-Americans will be those of the:-

1. Newspaper men and writers.
2. Agitators.
3. Student class.

The laboring classes, particularly the unskilled labor, is easily swayed by its leaders and will change from time to time depending upon economic conditions. The Horacista party may be termed the anti-American party at the present time and will be the organization which the unattached radicals will join. The Pro-American party will consist of those wealthy educated Dominicans who have traveled and who are working for the best interests of the Republic. Francisco J. Peynado (lawyer-member of the Consulting commission) is a typical example of this class.

6. GENERAL IMPRESSIONS FOR THE PERIOD.

The Republic has not been in such a state of political and economic unrest since the beginning of the occupation. The

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reasons for this are:

1. Uncertainty as to the attitude of the new administration regarding the withdrawal of the Forces of occupation.
2. Release of the newspaper men.
3. Bad economic conditions as a result of the war.
4. Opposition to the attempts to float a loan.
5. Increased bandit activity.

A decided trend of public opinion is noticed in favor of the gradual restoration. The people favoring this realize that immediate evacuation would mean more disorder than ever preceded the occupation.

Source: U.S. Marines.
March 2, 1921.

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

N.N.I. 87.

CONFIDENTIAL

Section O-16-C

No.

NAVY DEPARTMENT
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON (Date:) May 13, 1921.

DEC:NEM
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OFFICE CHIEF OF STAFF
MAY 17 0
WAR DEPARTMENT
NOTED M. I. 2

1921 2608-7 3 Y X

President Naval War College.
General Board.
Operations (Capt. Freeman).
State Dept. (Mr. Hurley).
Military Intelligence Division.
Comdr. Special Service Squadron.
Source: Marines.

Subject: Secretary of Intelligence, Santo Domingo, Report for Period from March 1, 1921 to March 31, 1921.

A copy of the above report is herewith enclosed for your information.

NOTED M. I. 2
MAY 17 1921

A. T. LONG,
Rear Admiral, U.S.N.
DIRECTOR OF NAVAL INTELLIGENCE.

By direction,

A. DeCarre',
Captain, U.S.M.C.

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