

SECRET

HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	RPC
FILE NO.	9

SUBJECT:

Aircraft Obsolescence and Attrition Rates of Postwar Air Force

TO: AC/AS, OCR, Advisor for Program Control

DATE 2 AUG 1944

FROM: AC/AS, OCR, Commitments Division

COMMENT NO. 3

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1. Although adequate statistics are not available, the attrition rates indicated in Comment #1 appear unreasonably high for peace time operations.

2. Based on data obtained from the Flying Accident Bulletin prepared by the Office of Flying Safety, dated 15 May 1944, the following monthly attrition rates would appear reasonable during the postwar period. The table below also shows the monthly flying hours and attrition rates per 100,000 flying hours assumed in the calculations.

Type	Estimated Flying hours per month	Attrition rate per 100,000 flying hours	Monthly attrition rate (% of aircraft On Hand)
Heavy	120	13	1.6
Med & Light	90	20	1.8
Fighters	50	40	2.0
Transports	150	5	0.8
Trainers	100	10	1.0

3. In order to provide for replacements of obsolete models, as indicated in paragraph 2, b, Comment #1, a monthly replacement rate would be as follows:

Type	Monthly rate to provide for obsolescence
(1) Fighters	2.7%
(2) Other tactical types) tactical trainers) transports)	1.7%
(3) Elementary training	1.2%

4. Adding the factors indicated above would result in the following rates at which aircraft would have to be procured to sustain the postwar air force.

Type	Monthly attrition rate	Monthly rate for obsolescence	Total repl. rate
Heavy	1.6	1.7	3.3
Med & Light	1.8	1.7	3.5
Fighters	2.0	2.7	4.7
Transports	0.8	1.7	2.5
Trainers	1.0	1.2	2.2

(All rates represent monthly percentages of aircraft inventory).

5. It is suggested that replacement rates similar to those shown in paragraph 4, above, be used in calculating peacetime aircraft requirements.

AC 14614

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