26 May 1944

V/DHF/vg.

1 1) Dir. of Supply
2) Dir. of Maint.
3) Dir. of Tec. Engr.

Petroleum Section 26.5.1944.

1. The Eighth Air Force have requested that the VIII Fighter Command Stations be supplied immediately with grade 150 aviation fuel for use in P47, P51, and P38 planes.

2. The fuel has been tested in service and the results have been such that the fuel is desired as soon as its supply can be implemented

3. The modifications necessary on the planes, to obtain the maximum efficiency from the fuel, can be carried out on the airfields during the normal servicing of the planes between missions without taking them out of service. It is understood no special equipment or parts are required for the present change over, but the PPF project equipment should come forward from U.S.A. as it may be required later.

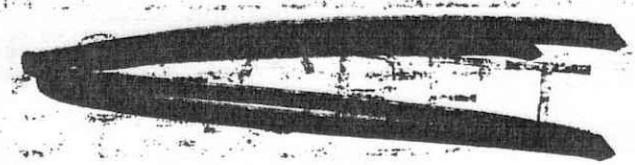
4. Modifications made to obtain the maximum efficiency from the use of grade 150 aviation fuel does not alter the ability to use grade 100/130 aviation fuel. Consequently planes so modified can operate on either fuel but on different power settings.

5. The matter of supplying grade 150 fuel has been taken up with the Air Ministry. There is now approximately 30,000 tons of this fuel in storage at Stanlow. The production of grade 150 aviation fuel is sufficient to take care of the fighter stations of the VIII Fighter Command based on their present rate of operations.

6. The Air Ministry have taken up the matter of production and distribution with the Petroleum Board and an affirmative reply has been given to this section.

7. An estimate of the peak requirements of the stations involved indicates that this may amount to 7,440,000 Imp. gallons for one month at maximum effort. Otherwise, at sustained effort, the peak requirements will amount to approximately 6,000,000 Imp. gallons. Shown below is a list of the stations involved, the depot at which fuel may be stored, type aircraft, and estimated peak monthly gallonage at maximum effort. To arrive at peak figure for sustained effort use 80% of the figures shown:

2 MAY 1944



[redacted]

- 1 -

Lot of 150 grade here

30 August 1944

www.unclassified.org

[redacted]

INP GAL x 1.2 = U.S. Ga

Possibly Late 43 early 44

TOTAL - 8,938,000/mo - (U.S.)

Depot Location	Station Served	Type Planes	Peak Monthly Requirements Imp. Gal.
Ipswich or Claydon	Leiston	P51	400,000
	Martlesham	P47	550,000
	Raydon	P47	550,000
	Boxted	P47	550,000
	Wormingford	P38	610,000
	Hitcham	P38	610,000
Thetford	Bodney	P51	400,000
	E. Wretham	P51	400,000
	Troston	P38	610,000
	Bottisham	P51	400,000
Sandy Heath or Saffron Walden	Debden	P51	400,000 480,000 US
	Steeple Morden	P51	400,000
	Fowlmere	P51	400,000
	Duxford	P47	550,000
	Kings Cliffe	P38	610,000

8. Details as to storage at Distributing Depots is under consideration. It is not intended to disturb or in any way interfer with the normal supply of grade 100/130 fuel.

9. A check of the storage at Thetford and Sandy indicates that storage can be made available with little difficulty. At Claydon and Saffron Walden the storage presents a more difficult problem, and storage at Ipswich and Sandy may be required. However, it is understood that this can be made available.

10. The use of the grade 150 fuel will result in longer truck hauls to some of the stations and will inconvenience the Petroleum Board's distribution system to the extent that it will be necessary to do a part of the hauling in refuelers. This is being considered and can be worked out with the Eighth Air Force and Petroleum Board.

BERNERD F. JOHNSON
Colonel, Air Corps,
Chief, Petroleum Section.

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