

INDIVIDUAL AIRCRAFT RECORD CARD

TYPE, MODEL, SERIAL

A. A. F. SERIAL NUMBER:

8090477

MANUFACTURER AND LOCATION

Consolidated, San Diego, California

CONTRACT NUMBER
AD-10033

FOREIGN SERIAL NUMBER

FINAL DESTINATION IN U. S.

STATION NUMBER: 96592 R.

ALLOCATION, BLOCK, PRIORITY NUMBER.

PROJECT OR LEND LEASE REQUISITION NUMBER-

MANUFACTURER'S SERIAL NUMBER-

UPPER COLUMN HEADINGS ARE FOR HAND-POSTED OPERATION IN KARDEx
LOWER COLUMN HEADINGS ARE FOR I. E. M. POSTED OPERATION IN VERTICAL CABINETS

LOCATION		ORGANIZATION		RECIPIENT	NEXT DESTINATION	CRATED OR FLY-AWAY	CONDITION	DATE	ACTION	REMARKS		
STATION		COMMAND	PARENT UNIT	SUB-UNIT	GAINED FROM OR LOST TO		SERIAL NUMBER	MO	DA	STATION NO	DCA	SCU
San Diego		Consolidated			44 C-47, 2nd Lt		Accepted	4-22				
"					"	F	Available (a)	4-25	4-18-20			
"					"	51	Delivered	4-24				
"					"	25	of travel	4-25	4-18-20			Rec. only
"					"	25	Emitted	5-7	5-574			C. E. L.
"					"	73	Awaiting Pilot	5-10	D.P.			
"					"		Departed	5-11				
Hamilton Fd.					"		Arrived	5-11	D.P.			Arr. 5/11-SAW
"					"		Departed	5-18	SAW			
Fairfield					"		Arrived	5-19	8-2-2			
"					"		Dep vs.	5-22	8-2-2			
UVIS					834J	13	44	40598	53044		0	244
UYAS OBEY				CON	COMBAT 834J	13	44	40598	53044		52544	
						13	44	40598	63044			

SIGNAL OVER MONTH—GREEN—U.S. ORANGE—BRITISH RED—RUSSIA PURPLE—CHINA DUTCH—JAP MISC—PINK
SIGNAL OVER MONTH AND DAY—DATE OF LAST MOVEMENT.

418095ET DISTRIBUTION OFFICE A F M M & D PATTERSON FIELD OHIO FORM #RR 1103

2017年12月20日

INTERPRETATION OF LARGE AIRCRAFT RECORD CARDS

It should be remembered that the Large Cards span some thirty years in peace and war, thus several varieties exist. Up to 1940, entries were mostly in plain text and thus readily intelligible. World War II saw the introduction of extensive machine posting and various coding systems which make the interpretation of cards today extremely laborious and often problematical. Card researchers should understand that the earliest code book available at the Agency dates from 1951, and even it is incomplete. Under the best of circumstances, then, interpretation of the Large Cards is difficult and subject to guesswork. The following comments, however, may make lay interpretation easier and more meaningful. Please remember--

- Large Card dates are given in the order day, month, and year.
- Machine posting of all data began in 1944, making a machine-posted entry 1944 or later (important for interpreting the date field).
- UNIT ASSIGNMENTS OVERSEAS during W.W. II service are never given. Only the departure and return dates and theatre of assignment are available.

Top of card

Aircraft production and identification information entered in plain text. Project number meanings are not known today.

Data Entry Headings

Large Card data fields can be read beneath each of the printed headings. *Often, however, the vertical alignment of the headings and data fields was not closely respected.*

Entry into Inventory

The first series of entries below the card headings usually record acceptance, availability, and delivery. The plane's progress from factory to first duty assignment can usually be followed in the handwritten entries to the left of, and below, "Accepted," "Available," and "Delivered." A short succession of airfield stops leading to Florida or Maine and thence overseas is typical in the W.W. II era.

Main Data Fields (For W.W. II Aircraft Sent Overseas, see that heading, below)

Reading across a large card from left to right, one normally finds the following data fields:

Station - Duty station to which the aircraft was assigned, sometimes somewhat abbreviated.

Command - Possessing command (AMC, ATC, SAC, etc.) is immediately to right of station.

Unit - Possessing unit's designation is usually posted directly beneath "Parent Unit" and "Sub-Unit" headings. The oft-seen "BAS" stands for Base Unit, while Air Materiel Command areas (SA AR for San Antonio, SB AR for San Bernardino, MID AR for Middletown, Penn.) are usually given away by AMC & duty station. Many other unit types (FTR, BM, SRCW) are self-evident, but others can be known only through Agency references and a few are undecipherable today.

Gain/Loss - Normally at end of unit designation - "GB" = Gained from, "LB" = lost to, followed by the other unit.

A/C Type - Normally self-evident.

Status - Numerous aircraft status codes follow to right of aircraft type - RT = transient maintenance; CC = combat ready; RM = depot modification; SS = storage.

Stat. No. - To right of status code may be a four-digit number representing the aircraft's duty station. A comprehensive station number list is available in AFHRA K134.45-38, USAF Organizations and Station Codes, Sept. 1951, microfilm roll K1074).

[A/C No.] - [Sometimes the aircraft military serial no. appears here.] -

Date Fld. - Most confusing data field. One should remember

- Dates are day, month, and year, not later military style.
- Dates during 1944-ca. 1946 are usually partial, the year not being given. In these cases, the year must be found by working forwards or backwards from known years, such as the delivery date.
- Dates 1950 and later are usually include spacing and the year. i.e., 9 2 50 (September 2, 1950).
- Date fields 1950 and later usually include two dates. The meaning of these two dates is not entirely clear.

Far Left - Last column to left usually records a station number (four digits) during W.W. II period.

- Last column to left usually records an aircraft serial no. during 1950s (ignore this column for 1950s cards).

W.W. II Aircraft Sent Overseas

Records of W.W. II aircraft sent overseas have certain characteristics which warrant special mention here. Instead of the data fields described in "Main Data Fields," above, W.W. II aircraft sent overseas usually show the following:

- Departure from the US shown as "DEP US" or "Dep US," usually from a Florida or Maine location (Morrison, Bangor, and Grenier AAFlds are common) after staging across country from the factory.
- Following "Dep US," one should try to find the shipping code showing the theater to which it was sent. Some of the most common shipping codes were:

SOXO - Eighth AF, England (most common, esp. after 1942)
BOLERO - Eighth AF, England, in mid-1942 era
UGLY - Eighth AF, England, 1942 era
WILDFLOWER - Eighth AF, England, 1942 era
GLEN - Twelfth AF, Oran, Algeria
DAUB - Tenth AF, ATC, 20 TSP, Karachi, India
DUKO - Twelfth AF, Italy
GLUE - Ninth AF
IRON - Seventh AF, ATC - Oahu Island, Hawaii
OHAM - Fifteenth AF, Bari, Italy
PACT - Fourteenth AF, Chungking, China

- Dates of assignment/receipt in theater are indicated by "R" and "A" followed by date: "42144" = 21 April 1944, "12845" = 8 Dec. 1945, etc.

Wartime Losses in Theater

For aircraft lost or salvaged overseas, the last line(s) usually contain the command losing the aircraft (i.e., SOXO) + a cause of loss + serial number + date:

- CON - Condemned, often followed by
- SAL - Salvage, often followed by either
- BD - Battle Damage or
- NBD - Non-Battle Damage
- MIA, FLAK, CRASH - self-explanatory losses

W.W. II and Post-W.W. Terminations not Overseas

Many W.W. II aircraft returned to the US after combat service. The return to the US ("Ret US") is followed by Army Airfield where landed, plus subsequent stages across country. Almost all USAAF aircraft excess to need were scrapped in the US. This is indicated by transfer to RFC (Reconstruction Finance Corp.), the agency designated to handle disposition of war-surplus federal property. No aircraft service records are available after disposition.