

INACTIVE - ALL ITEMS SUPERSEDED OR OBSOLETE

Schedule Number: N1-077-86-002

All items in this schedule are inactive. Items are either obsolete or have been superseded by newer NARA approved records schedules.

Description:

NARA accessioned all series on this schedule.

Date Reported: 08/27/2020

INACTIVE - ALL ITEMS SUPERSEDED OR OBSOLETE

REQUEST FOR RECORDS DISPOSITION AUTHORITY
(See Instructions on reverse)

LEAVE BLANK

JOB NO. N1-77-86-2

TO: **GENERAL SERVICES ADMINISTRATION**
NATIONAL ARCHIVES AND RECORDS SERVICE, WASHINGTON, DC 20408

DATE RECEIVED
3/18/88

1. FROM (Agency or establishment)

NOTIFICATION TO AGENCY

Department of the Army

2. MAJOR SUBDIVISION

U.S. Army Information Systems Command

3. MINOR SUBDIVISION

DCSOPS (AS-OPS-MR)

4. NAME OF PERSON WITH WHOM TO CONFER

5. TELEPHONE EXT.

DATE

ARCHIVIST OF THE UNITED STATES

Gibson B. Smith

763-7633

3/4/88

[Signature]

6. CERTIFICATE OF AGENCY REPRESENTATIVE

In accordance with the provisions of 44 U.S.C. 3303a the disposal request, including amendments, is approved except for items that may be marked "disposition not approved" or "withdrawn" in column 10. If no records are proposed for disposal, the signature of the Archivist is not required.

I hereby certify that I am authorized to act for this agency in matters pertaining to the disposal of the agency's records; that the records proposed for disposal in this Request of _____ page(s) are not now needed for the business of this agency or will not be needed after the retention periods specified; and that written concurrence from the General Accounting Office, if required under the provisions of Title 8 of the GAO Manual for Guidance of Federal Agencies, is attached.

A. GAO concurrence: is attached; or is unnecessary.

B. DATE <u>Mar 9, 88</u>	C. SIGNATURE OF AGENCY REPRESENTATIVE <i>Robert Priest</i> Robert Priest	D. TITLE Army Information Retention Manager
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7. ITEM NO.	8. DESCRIPTION OF ITEM (With Inclusive Dates or Retention Periods)	9. GRS OR SUPERSEDED JOB CITATION	10. ACTION TAKEN (NARS USE ONLY)
	<p>Records of the Miami Engineer District.</p> <p>These records were accumulated by the Army Corps of Engineers during the period 1940-48 in the course of honoring secret contracts worked out between the U.S. Government and the Pan American Airways Corporation to build and improve air bases in Latin America. On the attached pages are described the four series of Miami Engineer District records that have been appraised for permanent offer to the National Archives including a listing of those segments of items 1 and 2 that are disposable.</p>		

Copies sent to agency NCF, from 4/11/88

1. Security-Classified General Correspondence of the Miami Engineer District. 1940-48. 33 cubic feet.

Arranged by the War Department Decimal Filing System.

Correspondence, memorandums, monographs, studies, publications, cablegrams, audit and inspection reports, work progress reports, design analyses, soil test reports, construction drawings, maps, charts, and photographs plus numerous types of legal and fiscal documents accumulated by the Miami Engineer District and at the termination of the project in 1948 transferred to and maintained by the Communications and Records Branch, OCE.

These records pertain to various aspects of the Airport Development Program: contract negotiations, construction, planning, design, labor and personnel problems, sanitation, relations with host governments, communications, shipping, transfers of funds, supplies and equipment, organization, and functioning of Engineer units or individuals together with the Pan American staff of the Airport Development Program, and finally, completion of the contract termination process.

<u>Years</u>	<u>Accession Number</u>	<u>Volume in c.f.</u>
1940-48	50A0174 (boxes 1-33)	33

Disposition: A) The following decimals: 000.7 publicity, 121.6 monthly reports of operations, 132.6 audits, 161 (except for facilitative records disposable under the GRS and/or AR 340-18), 167 claims by Venezuela against the ADP, 291 race, 300-399, 600-699, 721 sanitation and medical inspections, and 800-899 are Permanent. Offer immediately to the National Archives.

B) Destroy all other decimals.

The following boxes are disposable in toto: 4, 5, 12, 13, 14, 15, 16, 22, 23, 24, 25, 26, 27, 28, and 29. NNMF will destroy all disposable interspersed materials during archival processing.

Justification: These are the Central Decimal Files of the Miami Engineer District which was formally set up in March 1942 to administer the secret construction of airfields in Latin America; representatives of the War Department and Pan American Airways had signed the initial contracts W-1097-eng-2321 and W-2168-eng-7 on November 2, 1940, which resulted in Pan Am's creation of the Airport Development Program with loose supervision from the New York Engineer District Officer. With the entry of the United States into War, the arrangement of Engineers' supervision became more formalized and the Corps set up the Miami Office to be closer to the construction effort. Later in the War it was necessary to create a second Engineer District Office at Recife, Brazil (December 12, 1942) to handle the large number of Engineers working with Pan Am's Airport Development Program (henceforth referred to as ADP) in Brazil, Uruguay, and Liberia.

The organization and historical aspects of the airport program can be gleaned from the following decimals: 300-399, 600-699, and 800-899. In addition, it is strongly recommended that the following decimals also be retained because they contain useful historical and evidential information: 000.7 publicity, 121.6 monthly reports of operations, 132.2 Audits, 161 history of the ADP contracts, 167 Claims by Venezuela against ADP, 291 warnings of race riots, and 721 medical and sanitation reports and inspections. The remaining decimals consist of records that are purely housekeeping in nature and are therefore properly disposable. They mainly cover the following areas: the 100s deal with routine finance and accounting procedures, the 200s changes in personnel

status, the 400s supplies and equipment, the
500s freight and transportation, and the 700s
routine medical examinations.

2. Security-Classified Project and Geographic Files of the Miami District Engineer. 1940-46. 124 cubic feet.

Arranged alphabetically by project or geographic location and thereunder by War Department Decimal File System or alphabetically by subject.

Correspondence, reports, memorandums, design analyses, sketches, drawings, photographs, maps, charts, and miscellaneous legal and fiscal documents accumulated in the Miami Engineer District and ultimately maintained by the Communications and Records Branch, OCE.

These records pertain to the organization, administration, and development of the individual construction sites and ancillary facilities, personnel, equipment, and policies evolved by both the Engineers and the ADP. They are more specific in nature than those listed in item 1 in that they are keyed to individual airports, air bases, and seaplane bases as opposed to the overall program.

<u>Years</u>	<u>Accession</u>	<u>Volume in c.f</u>
1940-48	50A174 (boxes 34-158)	124

Disposition: A) The following decimals 000.7, 121.6, 132.2, 161, 167, 291, 300-399, 600-699, 721, and 800-899 are Permanent. In the case of files arranged by subject, records dealing with the same subjects as these decimals will be retained permanently. Offer immediately to the National Archives.

B) All other records destroy immediately. The following boxes should also be disposed of: 47, 77, 83, 93, 94, 95, 96, 97, 100, 101, 102, 103, 105, 114, 116, 119, 121, 122, 123, 124, 128, 129, 130, 131, 132, 133, 134, 135, 144, 146, 147, 148, 150, and 152.

Justification: The same rationale holds for item 2 as set forth in the justification for

item 1, except that the Project and Geographical Files contain subject files as well as decimal files for each location. Over half of item 2 consists of records from just two locations: the Azores (the so-called ATC-III Project) and Nassau (the Hatoc Project). The decimals 300-399, 600-699, 800-899 as well as the special decimals enumerated above (i.e. 000.7, 121, 132.2 audits, 161, 167, and 721) will sufficiently document the organization, administration, and history of the individual projects. The disposable decimals (i.e. 000s, 100s, 200s, 400s, and 500s) encompass the housekeeping items of changes in personnel status, supplies and equipment, and movement of freight. With the subject files in this item, I have carefully selected out those that involve strictly routine procurement, equipment, fiscal, and personnel questions for disposal (including subject files in boxes 46, 77, and 152). On the other hand, I have opted to offer for permanent retention those subject files that include field progress reports, inspections, audits, charts, specifications, photos and general correspondence that will document the methods, procedures, and problems encountered in the Airport Development Program.

3. Airport Development Contracts and Sub-Contracts. 1940-48. 9 cubic feet.

Arranged alphabetically by country and thereunder chronologically (except the first two boxes are arranged by subject headings relating to the overall contracts).

Correspondence, reports, memorandums, charts, cablegrams, and various legal and fiscal documents maintained by the Miami Engineer District and then transferred to the Communications and Records Branch, OCE.

These records pertain to the various contracts and sub-contracts as well as agreements and amendments that provided the basic framework for the organization and functioning of the Airport Development Program.

<u>Years</u>	<u>Accession</u>	<u>Volume in c.f.</u>
1940-48	50A0174 (boxes 159-67)	9

Disposition: Permanent. Offer immediately to the National Archives.

Justification: This item includes not only the original contracts from 1940 but also the numerous contracts, sub-contracts and agreements that followed particularly in the years 1942-44 when the construction effort was at its height and additional tasks such as housing for military units were added to the original mandate to build and improve existing airplane landing facilities. Because of the tricky nature of the relationship between the Corps of Engineers and Pan American's working subsidiaries and the foreign governments, these contract files are vital to help piece together the various parts of the puzzle. Any attempt to weed out the more mundane sub-contracts would destroy the flavor and texture of this intricate story; I therefore recommend total retention.

4. Organizational History Files. 1940-48. 10 cubic feet.

Arranged by record types and thereunder chronologically.

Reports, memorandums, historical monographs, correspondence, design analyses, directives, orders, circular letters, audit and inspection reports, and a diary kept by the project engineer in the Azores. These were maintained by the Miami Engineer District and later transferred to the Communications and Records Branch, OCE.

These records pertain to specific construction projects as well as the overall running of the Airport Development Program. They include a set of the official OCE directives and the printed directives from the Offices of the Miami and Recife District Engineers; these directives and the final reports on the Brazilian construction projects and the overall Airport Development Program cover the complete gammut from planning and development to execution and modification.

<u>Years</u>	<u>Accessions</u>	<u>Volume in c.f.</u>
1940-48	5000174(box 397)	1
1940-48	50H0174(boxes 406-10)	5
1942-48	50L0174(box 663)	1
1942-48	50N0174(box 675)	1
1941-46	50P0174(boxes 397A-B)	2

Disposition: Permanent. Offer immediately to the National Archives.

Justification: This is an intellectual creation made up of the more historical documents from otherwise disposable series constitutes one of the most valuable segments of this offer of Miami Engineer District Records. The Brazilian Report..., for instance, written by Col. A. G. Viney, U.S. District Engineer, Recife, Brazil (dated Nov. 30, 1943 and contained in box 397B of

50P0174) includes a wealth of information on the establishment of U.S. Engineer and ADP operations in Brazil which would be difficult if not impossible to locate in the decimal files of items 1 and 2.

The Engineer Directives (contained in box 397 of 5000174) are very dry and technical in nature. Nonetheless, they provide the clearest and most complete record of what work, supplies, equipment, and procedures the Engineers' authorized during the construction phase of the Airport Development Program, 1942-44. They amply supplement more sketchy information derived from correspondence and narrative progress reports.

Another type of record suggested for retention in this series are the Engineer Audit and Inspection Reports from various construction sites (contained in boxes 397A and 397B of 50P0174). These normally would be disposable as site audit records under GRS 6/1A, but they include valuable narrative assessments of the operations, methodology, and unusual conditions encountered at the individual construction sites and some of Pan Am's subsidiary headquarters throughout Latin America, the Caribbean, and Liberia. An additional reason for keeping the narrative audit and inspection reports is that the Engineers functioned more as inspectors and watchdogs than as the actual supervisors of the construction effort.

Still another segment of this series is valuable correspondence between the District Engineer at Miami and the ADP's Project Engineer (contained in box 663 of 50L0174). These letters cover such areas as: design problems, maintenance, operation, labor, sanitation, and relations with the host governments. They do not appear to be duplicated elsewhere.

The Diary of the U.S. Project Engineer in the Azores for 1945-46 (contained in box 675 of 50N0174) gives some personal insights into various problems encountered at these

construction sites by both the Engineers and the ADP.

And finally, this series includes a record set of the Interim and Final Reports on the Airport Development Program and copies of the Inspector General Reports on alleged corruption and malfeasance in the conduct of Engineers' and ADP supervisory personnel (contained in boxes 406-410 of 50H0174). This group also includes the controversial Condra-Ross Report which stirred up vehement replies from Pan American to defend its conduct of the Airport Development Program.