

MINUTE SHEET.

Aircraft: Demonstration

Reference: 1187/1739
to Canada.1187
18

Please see A.A.'s minute attached.

Although I understand from Group Captain Pivie that the French have successfully arranged a similar matter there seems to me to be more than one difficulty about Group Capt. Robb's doing the test in the U.S. e.g. he would be an officer of a belligerent airforce flying a military machine in a neutral country: he would require a pilot's certificate, I suppose, as did Squadron Leader Addams (see 1187/7/38) - and I do not imagine he could simply be given the necessary permission in present times as was done in peace time for certain R.A.F. officers to fly the A.A.'s own machine (see 1187/3/38): and he would in any case have to be notified to the S.D. as a British Govt. servant in the U.S. under the Espionage Act of 1917 before he could legally function

function here - though this last
presents no problem.

Unless A. A. strongly prefers
the first alternative in his minute
I would suggest that we avoid these
problems by asking simply that the
aircraft, in which the title has not
yet passed to H.M.G., should be
allowed to make a demonstration
flight to Canada to be dated there-
off to L.D. submitted

Lt. Foster as

A.A.

Ash 13/21

I saw Mr. Yost of the Munitions Control
Division of the State Dept. this morning and put
the matter to him. He at once handed me the
enclosed booklet "International Traffic in Arms"
and referred me to pages 22 and 23. He said
there would be no difficulty in the North American
Aviation Company sending the aeroplane into Canada.
All they had to do was to notify the Collector of
Customs that the aircraft was going on a temporary
sojourn to Canada and to report to the Collector
of/

MINUTE SHEET.

Reference _____

9

of Customs when it returned to the U.S. The title must of course remain in the hands of the Company and not be transferred in the meantime to us. Mr. Yost said that although technically the plane was supposed to be operated by a U.S. licensed pilot during the entire period of its sojourn abroad, nobody would be likely to raise any difficulty about one of our pilots testing it once it had got into Canada. Mr. Yost added that there had been one or two enquiries already about similar cases.

VALM:NT

VALM: November 14th, 1939.

~~A-G.~~
Many thanks. Flight
was arranged CP 14/41