

CONSOLIDATED AIRCRAFT CORPORATION

L I N D B E R G H F I E L D S A N D I E G O , C A L I F O R N I A

CABLE "CONSOLAIRCO"
TELEPHONE
JACKSON 3131

IN REPLY
REFER TO

ENG:ISR

AIR MAIL - SPECIAL DELIVERY

26 November 1940.

Mr. Amon G. Carter
Fort Worth, Texas

Dear Mr. Carter:

Referring to your very kind telegram to Bill Wheatley dated the 25th of November, and also telegram sent Wheatley by Mr. Foster of the Fort Worth Chamber of Commerce, we are very pleased indeed to have such hearty cooperation from you all in Fort Worth, and in this connection are outlining as per Mr. Foster's suggestion our requirements for landing facilities on Lake Worth.

We are about ready to start delivery of our Consolidated flying boats across country to the East Coast. There are many of these airplanes to take across and we would like to make Fort Worth and Lake Worth an overnight stop, providing the proper facilities are made available to handle this operation.

All that will be required are the necessary mooring and anchorage facilities, proper equipment for our large gasoline requirements, a boat to transport the crews to and from the planes, a clear shoreline of about 500 feet to haul the planes safely to shore for gassing, transportation to and from the hotels for the crews, and an assurance that hotel accommodations will be available.

The moorings and anchorage are of utmost importance, so we are enclosing a rough drawing of what is required. Specifically, this is as follows:

Two moorings spaced 500 feet apart about 350 feet off shore.

The weight of the anchor to be not less than 250 pounds each.

Half-inch or five-eighths inch anchor chain, twice the length of the depth of the water, attached to the bottom of a 55-gallon gasoline drum, ballasted with water, to have not more than eight inches of the drum above the water line, the top of the drum to be rimmed by a heavy used automobile tire, and painted yellow.

The anchor chain to be fastened to the bottom of the drum by a shackle bolt, 10 feet from the top end of the chain.



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LINDBERGH FIELD, SAN DIEGO, CALIF.

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On the top end of the anchor chain a shackle or ring bolt to be attached, and to this ring bolt is to be attached a one-inch manila line fifty feet long.

Spaced about every ten feet along the manila line are to be wooden blocks of 12-inch lengths, through which the manila line passes, and a 12-inch loop spliced in at the end of the manila line.

On shore we must have two 600-foot 5/8 diameter manila lines for hauling the boats to shore for refueling.

This is all that will be required to take care of the mooring, etc., and the enclosed sketch will give you a better picture of how it works.

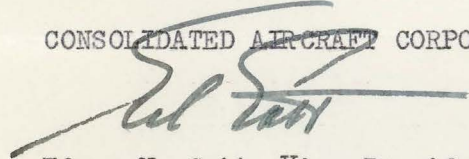
We would appreciate it if you would discuss this matter with the Chamber of Commerce, (the various oil companies), Harbor Department, hotel management, and any other officials affected, and let us know by wire if agreeable and if Fort Worth can meet our requirements for an overnight stopping place in our flight delivery operations. As we are about ready to make our first trips this week the facilities should be available as soon as possible.

Copy of this letter is being sent Mr. Foster.

Kindest regards.

Yours sincerely,

CONSOLIDATED AIRCRAFT CORPORATION



Edgar N. Gott, Vice President.

Encl.

