

Charge to the account of

Consolidated Aircraft Corporation

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CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	ORDINARY
DAY LETTER	URGENT RATE
SERIAL	DEFERRED
NIGHT LETTER	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1211-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

R. B. WHITE
PRESIDENTNEWCOMB CARLTON
CHAIRMAN OF THE BOARDJ. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Night Letter

20 December 1940.

Admiral J. H. Towers
Bureau of Aeronautics
Navy Department
Washington, D.C.

We have wished to avoid any further immediate expansion than now projected at San Diego particularly the establishment of a midwest plant until we were further along. Nevertheless we realize the tremendous need for increased production capacity to build our B-24 aircraft and that it can be done best in spite of difficulties by our organization rather than some other inexperienced manufacturer. We have been told that we should locate in Tulsa, Oklahoma but since we are the only large contractor assigned to the Navy Department we feel the necessity of locating on a site adjacent to a body of water sufficiently large to permit building flying boats. In which case in the event the San Diego plant became overloaded or were put out of commission for any reason, we could fall back on the inland plant and take care of the Navy's needs or in the event of a large demand for flying boats and a minor demand for land planes the inland plant could be readily converted to flying boat production. We have therefore selected Fort Worth which has a 1200 acre site for flying field adjacent to Lake Worth which is large enough for the largest flying boats where we can obtain a 400 acre factory site. We are now using Lake Worth as a mid-continent stop for delivery flight of British boats to England. Such delivery flights will continue during the next year and will offer a ready means to transmit personnel, materiel and information to expedite construction of the plant and putting it into production. Fort Worth is the farthest site north that has suitable climate for minimum interruptions to production deliveries and the only place we know of in the area selected suitable to our needs. It is a main stop half way across the continent on American Airlines main line which offers the opportunity of stopover of executives, engineers, etc. enroute East or West with minimum delay. The factory and flying field site are larger, well drained and will in our opinion be the lowest cost for development of any examined. We will appreciate your help in securing Governmental approval for location at Fort Worth. Confidential. Regards.

R. H. Fleet

CAV:JCM
cc audit

C.A. Van Dusen