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CONSOLIDATED AIRCRAFT CORPORATION
Lindbergh Field, San Diego, Calif.

21 December 1940

Memo to: Major R. H. Fleet

Subject: Location of a Mid-West Plant.

The following report covers the result of my visits to Tulsa, Oklahoma City and Fort Worth on December 6th, 7th and 8th. I strongly recommend the selection of Fort Worth as the location of our mid-west plant for the following reasons:

1. Tulsa is approximately eight miles and Oklahoma City nine miles, while Fort Worth is only six miles from the center of the city to the proposed site by highway.
2. The Tulsa flying field has only 400 acres with short runways. The field may be enlarged but at high cost. The surrounding country is hilly and rolling and is not as suitable for flight operations as a flat plain country. Oklahoma City is sufficiently large and the country is relatively flat, but the field looks as though it would have poor drainage. Fort Worth offers 1200 or more acres for a flying field and factory site of which more than 400 (or any amount necessary) can be assigned to our company or deeded to the Government at no cost. Tulsa and Oklahoma City have also offered factory sites of approximately this size at any terms agreeable to ourselves and the Government. Considerable drainage and grading will be required for Tulsa flying field and site. Oklahoma City will require minor grading but considerable drainage. Fort Worth requires minimum grading, the site has sufficient slope to the lake to provide natural drainage. The soil is sandy loam which will support a heavy sod. The soil bearing values on all three sites seem to be excellent to support heavy buildings. The one at Fort Worth being underlayed by limestone, from the appearance at a depth of three to five feet from the surface. A factory sewage disposal plant will be required at all three sites.
3. Railroad sidings will be furnished at no cost to all three sites, not including the sidings required at the buildings which are ordinarily furnished by the manufacturer.
4. The labor area population of Tulsa is estimated at 193,000, the population of Tulsa County. Oklahoma City's is approximately 244,000, the population of Oklahoma County. Fort Worth's is approximately 624,000 which included the population of Tarrant and Dallas Counties which is one industrial district. These are on the same basis as we consider the San Diego labor area. We consider the location of the North American plant near Dallas to be helpful. Since this plant is only about twenty miles from Fort Worth, many mechanics will be drawn to this area from other parts of the country and will go to work for either one company or the other. The presence of two important plants in this area will help to draw necessary services. We have always enjoyed excellent cooperation with North American.
5. Tulsa has three trunk line railroads; St. Louis & San Francisco; Santa Fe; Missouri, Kansas & Texas. Oklahoma City has four trunk line railroads; St. Louis & San Francisco; Santa Fe; Missouri, Kansas & Texas; and Rock Island. Fort Worth has nine trunk line railroads, St. Louis and San Francisco; Texas & Pacific, Fort Worth & Denver City; Santa Fe; Rock Island; Missouri, Kansas & Texas; Missouri Pacific; Southern Pacific and St. Louis and South Western.

6. Tulsa is not on a transcontinental airline. It has two airlines running north and south, American and Mid Continent. Neither is Oklahoma City on a transcontinental airline, it has two north and south airlines, American and Braniff. Fort Worth is a midway stop on American main transcontinental, enjoys excellent service permitting

our executives, engineers and other personnel to stop over at Fort Worth when traveling across the continent with a minimum loss of time. Fort Worth, in addition, has two north and south airlines, American and Braniff and also Delta, East and West.

7. A preliminary study indicates public utility rates will be about the same for this project in all three locations.

8. The climate in Tulsa and Oklahoma City is less favorable. The annual average temperature at Tulsa is 60.7, Oklahoma City 60.1, Fort Worth 65.2; average annual snow fall, Tulsa 9.6 inches, Oklahoma City 7.5, Fort Worth 2.4; average annual precipitation Tulsa 37.4 inches, Oklahoma City 31.1 and Fort Worth 33.1. Fort Worth has a higher percentage of sunshine than either of the other two cities and is second only to Los Angeles, in the entire United States. The lowest recorded temperature for Tulsa is 16 below, Oklahoma City 17, and Fort Worth 7. The highest recorded temperature for Tulsa is 111 above, Oklahoma City 113 and Fort Worth 112. These figures indicate air conditioned plants are desirable in all three locations in which case they probably should be windowless and artificially lighted. A study of the climatic conditions indicates that because of less snow fall, warmer winter temperatures and more sunshine, flying weather should be considerably better and offer less interruption to operations at Fort Worth than at the other two locations.

9. The only site with a body of water adjacent is at Fort Worth which has a series of three lakes. The flying field and factory site being located on the shore of Lake Worth which is large enough to permit operations with the largest flying boats. The water level in Lake Worth is controlled at constant level by the dams at the two large lakes above it. Eagle Mountain Lake, about three and a half miles north, provides take off courses north and south (in direction of prevailing winds) more than eight miles long and in a northeast and southwest direction about five miles. We are now using Lake Worth as a mid-continent stop in delivering British Boats, which deliveries will continue during the next year and offer an opportunity to transport men, material, tools, supplies and information which will greatly expedite the construction of the plant and putting it into production. The largest amphibian airplanes the Army may require can be produced and tested at Fort Worth.

C. A. Van Dusen

To Gen. George H. Brett, Chief of Air Corps.

21 December 1940

First Endorsement

Based upon this report and personal investigations made by other Consolidated executives and fliers, we have selected Fort Worth, and are negotiating with that city's representatives, to get the best deal we can for the government.

Fort Motor Company's Mr. Sorenson is expected here in early January to discuss B-24 subcontract work. Meantime, we are working day and night to improve production drawings.

R. H. Fleet