

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

CAV:NM

1 January 1941

Dear Amon,

In response to your phone inquiry today regarding my status in the reorganization of Consolidated, I am enclosing herewith copies of my resignation and letter to Tom Girdler of even date.

I don't know whether Mr. Girdler will be interested in discussing the matter with me or not. However, in view of the seriousness of the National Emergency, I thought it my duty to at least make this offer.

In any event, I wish to thank you for your interest. It has been a great pleasure to work with you. We have accomplished a lot together.

My very best regards.

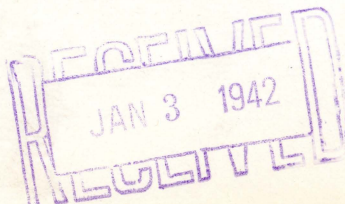
Sincerely,



C. A. Van Dusen

encl.

Mr. Amon G. Carter, President
Fort Worth Star-Telegram
Fort Worth, Texas



CONSOLIDATED AIRCRAFT CORPORATION
LINDBERGH FIELD, SAN DIEGO, CALIF.

CAV:NM
1 January 1942

Mr. I. W. Laddon
Vice President and General Manager
Consolidated Aircraft Corporation
San Diego, California

Dear Mac:

Please present this, my resignation as First
Vice President of Consolidated, to the Board of Directors
with my compliments and best wishes.

I will be glad to discuss with you the details
of termination of my services with the company.

Sincerely,

C. A. Van Dusen,
First Vice President.

cc - Major R. H. Fleet
Mr. Tom Girdler

CONSOLIDATED AIRCRAFT CORPORATION
LINDBERGH FIELD, SAN DIEGO, CALIF.

CAV:NM
1 January 1942

Mr. Tom Girdler
Chairman, Board of Directors
Consolidated Aircraft Corporation
San Diego, California

Dear Mr. Girdler:

I desire to clarify my position in connection with the company's offer to me to operate the Texas plant. From conversations with Mac Laddon and Government officers, I understand that the proposal is to operate the plant as a completely integrated unit producing complete B-24 and B-32 airplanes in quantities of as many or possibly more than 75 and 50 per month respectively and of assembling 100 B-24s per month from components to be furnished by Ford. Total peak monthly output value about \$60,000,000.

This plan will require high pressure building of organization, the training of thousands of men, the construction of a large parts plant and equipping it with both standard and special tools, all under the existing most difficult conditions and in the shortest time.

To accomplish the best results, the executive in charge of this operation should be answerable only to the Chairman and the Board of Directors of the company. He should be a senior officer and director, and have authority to negotiate contracts for airplanes and facilities for manufacturing same and to, otherwise, operate the plant independently except for the usual cooperation that should exist between two important units of any large company.

As explained to Mr. Woodhead, I am only interested in continuing with the company provided I am given authority which will enable the production of the most airplanes in the shortest time, salary is secondary. During your current visit, I will be pleased to discuss my ideas in connection with the Texas project. My present salary rate, including the value above cost of stock acquired from Major Fleet in 1941, plus dividends on same, approximates \$60,000 per year.

Sincerely,

(original letter sent to:
Mr. Girdler at Cleveland)

cc - Major R. H. Fleet
Mr. I. M. Laddon

C. A. Van Dusen,
First Vice President.