

January 12, 1941.

Mr. C. R. Smith, President,
American Airlines, Inc.,
LaGuardia Airport,
New York City, N.Y.

Dear C. R.:

The enclosed letter has been received from Mr. E. H. J. Phillips, 2513 Yucca Avenue, Fort Worth, Texas, giving details regarding a new blind landing device and although I know nothing about these matters, it could be exceedingly important.

Therefore, I am passing it along to you as a member of the National Defense Commission with the hope that you will give it your consideration and have someone contact Mr. Phillips for further particulars in the event you feel interested. Notwithstanding, there are hundreds of new propositions submitted constantly, at the same time some of the most important scientific developments have originated and developed from ideas formulated by someone who devoted special time and attention to their new ideas. So, I never feel like turning anything down without passing it along to someone in a better position to give it due consideration. Naturally, I realize in these busy times it is rather difficult for the Government to consider any new devices when they are so busy trying to catch up on the plans they already have under way on which there has been considerable delay.

If you are interested, please communicate direct with Mr. Phillips.

With best wishes, I am

Sincerely,

AGG.KD

Fort Worth has been selected to receive one of the installations. I have complete plans for a companion aid of my own that will materially aid the installation at Meacham field soon to be made. It will not detract from or add complications to that system but will in co-operation with the regular system give airmen reliable indications with which to land in bad weather. Furthermore, the use of my device does not require any complicated equipment be installed on aircraft. It is only necessary to modify present aircraft receiving equipment to accomodate my newer type of radio signals.

I am not financially able to do so or I would make the installation at Meacham at my own expense. It is granted that I, as any other man would like to profit from my work. And this has been hard tedious work, trying and expensive. I have indicated a willingness to grant the Government a free license to use my discoveries in the interest of National Defense. But in all seriousness I do not think I can penetrate to the right man even before this war is history. I have even written to the British Ambassador, Lord Lothian. I received a reply from this communication to the effect that the British Government was not in a position to even investigate anything that was not already substantially established in practice.

I have a complete streamlined system worked out complete with self contained power generating equipment all to be mounted in a small truck such that any mechanic could quickly set the system in operation at any time and place it may be required. I know in my own heart that this is exactly what our Army needs. Moreover, I feel that it could render assistance to the British RAF beyond estimation. For the outcome of this war depends almost entirely upon the efficiency of this organization. With my devices they could maintain uninterrupted air operations from unlighted remote and otherwise inaccessible bases. Moreover, they could maintain air operations while the enemy is grounded by weather. They and America both need my inventions now. While at the time when such should be in the process of preparations for immediate availability I am forced to watch my inventions kicked around from pillar to post like some back lot foot ball game by front office assistants to official Washingtonia.

German engineers developed the system accepted for installation in Fort Worth and elsewhere in the United States. They know as much about the art as we do. They may have already discovered my principles. But it is a cinch that it would not take them long to see it's merit and adopt my methods. For this reason I feel that it is my duty to see that America and England get the first benefits from it's adoption. I do not mean that the Government is dealing directly with german interests in blind landing matters but they are dealing with the International Telephone and Telegraph which amounts to about the same thing. ITT control the patents and the Government will pay royalties for the use of these patents. I am in a position to offer them a system free that will completely discard this german system if I can just penetrate to the man with sufficient authority and intestinal fortitude to say try it. I do not mean that I will offer commercial interests the free use of my rights but to the United States Government I will give any knowledge and assistance I possess. But this I am finding to be hard to do and I need assistance. I am,

Very truly yours,

(Signed) E.H.J. Phillips
2513 Yucca Ave.
Fort Worth, Texas

January 7, 1940
Fort Worth, Texas

Mr. Amon Carter
Publisher,
Fort Worth Star Telegram
Fort Worth, Texas.

Dear Sir:

I am taking the liberty of addressing this communication to you for the subject is of vital importance to the welfare and defense of the people of the United States. I find myself not in a position of being able to gain the attention of suitable authority necessary to pass on the matter.

I have invented a radio blind landing system that has the unqualified endorsement of several Fort Worth airline pilots and Engineers in the Government service. Yet I cannot get to first base with officials in Washington. I have written every body from the War Department to William S. Knudson. Always I receive a courteous response from some assistant.

I am a civil employee of the CAA as Senior Radio Electrician in charge of shop construction, at the Central Depot on Haslet Road, of radio remote control facilities for trans-atlantic; trans-pacific airlines, Caribbean British-American bases out of New Orleans, Alaskan aviation bases and American radio range beam station along the Federal Airways system and etc. I have given a great deal of study, over a period of several years, to the development of a fool proof system and have unquestionably developed a means whereby pilots may land in absolute darkness with safety. Am thoroughly familiar with all present types of blind landing systems and their deficiencies. This problem has long been an outstanding problem as you may well realize. Government engineers have made many attempts to produce a satisfactory system and have never been able to produce a thoroughly reliable system. After exhaustive research I have found the element necessary to make the radio blind landing scheme complete and reliable and am taking out three United States Letters Patents for protection.

I will admit that many successful landings have been made with the system now in use, but always with the country's most expert pilots at the controls. Civil and Army aviation authorities know that this system is not right. That is why it is not in every day use. The Army won't touch it because they know they will have too many accidents. The CAA wouldn't touch it because they knew that it would cause accidents even with expert pilots engaged in routine airline operation. However, much political pressure has been brought to bear of late on the CAA to install 10 systems throughout the United States for training purposes. This is being done in the hopes that after a period of time the pilots may become sufficiently familiar with the system that they may be able to overlook some of it's shortcomings and eventually become able to make routine landings.