

Feb. 12. 1937.
near Los Angeles.

Dear Brown,

I will post this note as soon as I arrive tomorrow.

We had a fair trip to Honolulu in the Niagara, but it was not so comfortable as a lot of rain fell during the run and the decks were always wet and one had to remain indoors much of the time. As luck would have it the U.S.A. Shipping strike ended just before we reached Honolulu and the Lurline (One of the Matson boats) was there and would leave direct for Los Angeles within two days. This would save me the travel from Vancouver to Los Angeles which takes two days and gave me two days stay in Honolulu and still be able to get to Los Angeles two days sooner than via Vancouver. I decided to change to the Lurline. During my stay in Honolulu I got contacts with one of the Captains of the Clipper Ships (Trans-Pacific flying boats) and this finally led to an invitation to have a good look over one of the boats and the Pan American Flying Station. I also got a look over the new airport now being made (the world's largest) and over the Naval Base and docks. The U.S. Navy had just made a non stop flight from the mainland with 12 large service flying boats. I met the Commander and the two special engineers from the firm which made them at San Diego. I learned a lot about them and will visit the firm which is near Los Angeles.

I got a cable from United Air saying that the Boeing Works at Seattle was still closed to visitors so I missed nothing by deciding to cut out Seattle.

Things look good for a very successful trip.

On the news bulletin published on the Niagara I noticed several references to the initial order for NA.16 type planes. There were several replies by Ministers and it appeared that the press had been sniping at the Government. I hope it has died down now. The Yanks are very pleased about this selection of their types. From enquiries in Honolulu where they get U.S. papers it appears that American circles are delighted at our decision to build their types.

I hope things are going well re the factory construction. I expect that you have got several contractors active on the job and probably levelling and sewers are underway. The great job in Australia is to get the factory buildings up. I will see to the technical matters over here.

I hope you have no trouble in getting the others away on their respective boats. I did not take Air off the Niagara as I wanted to get to North American a few days before him if possible and there was no justification for spending more on his transportation, as would have been the case had he transferred. He will meet me next week.

I hope to stay at the Clark Hotel for a start but will probably move much nearer to the North American Factory after I conclude the license deal.

Remember me to the Chairman and the other Directors and to Harrison.

Best of good wishes,

Yours sincerely,

SGD. L. J. WACKETT.