

Send to the Directors if you like

Case North American Aviation
Inglewood
Calif
12 Mar 53

Dear Brown,

After nearly 4 weeks of worry I have finally got the License with North American. I found them in a hectic state. They were just in the last throes of turning out a new bomber and the strain of the last few months had tried everyone's nerves to the limit. The factory was disorganized and has been largely restored to normal during the last fortnight. Simultaneously with our arrival there were official visits by Committees of Army and Naval officers who demanded preference. Also there are negotiations afoot with Swedes, Argentines and Mr Zolner.

To cap all the whole industry has been upset by a wave of strikes. These affected the Douglas plant but by strenuous efforts and numerous conferences with leaders of the men it was avoided here. They are in for a lot of trouble in the future with industrial unionism as they are well behind us in these matters.

However, I got into conference with Kuddleberg on every possible occasion and spent the rest of the time studying the plant and getting out machinery requirements.

These I have now settled as regards the Metal working plant. I still have the Miscellaneous Section Heat treatment etc and will do that during the next week. After Lawler + Felix and NAA's lawyers had both had their cut at the agreement

it finally evolved to final form which I think is what we wanted and what is more, as much as we can get at the price.

I had great difficulty in getting some short but precise way of describing the aeroplane and the scheme I have adopted meets those and is the only practical one at present.

N.A.A. was a bit behind hand with the latest amended drawings. We are lucky to have wanted till now as the amended drawings contain lots of minor improvements which the Army found necessary by experience with the planes in use. I have made inquiries and find that the plane is very highly thought of by the Army. It will be ordered in large numbers and particularly in the improved military version.

I was glad the Board decided to order two models. From tests with the Northrop plane with geared and direct drive Wasps as alternatives a much bigger margin of improvement was shown than that shown in the N.A.A. specifications. N.A.A. have not yet had their flying tests on the retractile undercar but these will take place next week and we will get the benefit of this before ours is built. I have great hopes that the new version with all improvements and built in bomb racks & releases will appeal to the Air Board as a useful weapon.

After considering all things I decided to instruct Carroll to come to Los Angeles first. He can see the machine shop here, the installation of the Wasps in the N.A. 16, can go to the Menasco engine factory and I have arranged for him to go to the Pratt &

Whitney service depot here for a couple of days and finally there is a big Aero Show here next week and he can see some fine exhibits of engines and accessories before going east with me.

I will go east at the end of the month after getting Bruce & Smith properly installed here. Air is studying the job O.K. and will know all about it by the time I return.

I have not got hold of a good Factory Manager fellow yet, but hope to soon. Men from here will be hard to get. We may do better to get men from England. Incidentally I got hold of a former man of mine, now in the Bristol factory in England. He wrote me here. He is ideal and I can strongly recommend him for Technical Assistant for the Aircraft factory.

We'll write later on, when I have further details from him. I feel sure he is a good find and we should get him. McCorquodale by name.

When the machinery lists I have sent have been looked into I hope to get authority to order some of the items listed for procurement here. I strongly advise the 500 ton press with the overhead cylinders. This is the most important item for a modern aircraft factory.*

I just received a letter from Mr W.S. Robinson written on Jan 20. ~~in~~ in which he hoped to get advice from me before I sailed. Let him know through Sir Colin that I did not get it till Mar 12.

Hope everything is going O.K. Remember me to Mr Darling and the other Directors and to Harrison. Hope they are all well.

Kind regards to yourself

Yours sincerely
L. Woelsch

An Annotator
If cost more than we really need, for a start
but looking ahead and on the best
advice, I think we ought to get
the larger unit.