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L.J. Wackett,
Care Pratt & Whitney
Aircraft,
East Hartford.

July 18th, 1937.

Dear Brown,

I got to New York two days ago and go to Hartford tomorrow. In New York I got your cables of July 15 and 16, and I went to see General Motors and R.W. Cameron's. All our American orders seem to be properly placed and in order.

I will be able to spend barely 2 weeks at Pratt & Whitney, and intend to see to the tooling arrangements, check over what training is still required of the engineers, appoint Schipper and finally clear up any outstanding matters there. I leave for the West on August 2nd, and will do a similar job of work at North American, and sail by "Mariposa" on Aug. 18 arriving in Sydney Sept. 6th.

Things went well in London. I had a very hectic time getting the balance of our plant. You will see by the lists I have sent you that I have managed to get hold of practically everything, but it was a difficult job. I managed to place the balance of the orders for essential materials, but whenever possible I have contented myself with getting full particulars of any matters which can be conveniently left over for a while.

After realising that we were apparently being pushed by Air Force to take up the small trainer, I decided not to push the C.P. propeller business particularly as it is still in a state of flux. There are some seven different designs being produced in Europe and two or so in America. As we would have to get a sub-license from De Havilland's the costs would be high as both they and Hamilton's would get their considerations. When I stressed that we could not take their high offer De Havilland's approached Hamilton's to co-operate so that both would take less and we would get a more reasonable price. I hope to bring home a reasonable scheme which can be considered and taken up later if required. Of all the things which we should do in the future the C.P. airscrew is the most important. We must take it on sooner or later, but we already have as much as we can stomach to start with. I am very pleased with the plant we have ordered. We have a better collection than anyone, anywhere, as far as I can judge.

I got a very good furnace for the Heat Treatment of Dural, and we will save about £600 on the best offer you got in Australia.

I bought everything British which it was possible to accept and to get, and there can be no doubt that we must get a reasonable deal from Australian Customs. I have heaps of evidence and all particulars of what we have ordered and alternatives.

I saw most of the young Australians in England, but they are all doing stress work. None are draftsmen or practical engineers suitable for production work. The only one of immediate use was Macdonald, who has been appointed.

I was lucky to get on to Pearman. He appears to have very good qualifications, and was given to me by Air Ministry in response to an appeal to put us on to someone worth while. I had very friendly discussion with heads of Air Ministry. They are quite satisfied with our action and endorse it as only rational thing to do. They offered to assist in any way possible, and I immediately put it on to them to nominate a competent engineer for the Aircraft Factory Management. They sent me Pearman and I liked him and decided to recommend him.

I had been sitting on the matter of recommending Schipper for a month or so. Bratt & Whitney were very decent. They gave me the pick of quite a few of their best young engineers. Schipper looked good to me. We arranged that if both he and I were agreeable on my next visit (next week) that we would make a deal. Meanwhile I made inquiries in England and finally sought approval for his appointment. As he is keen on coming I feel certain he will accept when I see him next week. These two experienced men are just what I want, as the gap between myself and the others is rather wide. I have sent Air and Smith home.

Air has done a good job for me, but seems to have too much to say, and I am glad to be able to regard him as Designing Engineer now that I have Pearman. However, Air is a clever fellow who misses nothing, and he will certainly have all the dope from North American, and was the only possible man to send on this job at the time. I suggest that he be put onto straightening out the technical data and drawings, etc., so that we shall know where everything is when we start to produce. There is a lot of work for him to do converting to British and Air Force standards lots of things which we do not propose to keep American.

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The job/has been a terrific concentration but seems to have worked out well.

As regards De Havilland's engine license, this has been negotiated, but they were so slow on their legal work that I had to suggest that they authorise Murray Jones to sign up with us in Australia. Although they insisted on competing with us in Australia they agreed to pay 5% commission on any sales to the Government until our license fee is wiped off. This will ensure that we will not get let down by a future Government ordering direct after we have set up to build.

As this is about the last letter I can get to you before I get back, I wish to say that I look forward to seeing you and the Directors again very shortly, and shall be glad to be back.

From all accounts it appears you have built a magnificent factory, in fact much better than I would have been quite satisfied to have.

With best wishes,

Yours sincerely,

(Sgd.) L.J. WACKETT