

I was a more private period of time, it
may interest you to know I was
a regular soldier for 5 years prior
to joining Royal Air Force. I was
in the 6th Linnocilling Squadron &
based in France with the 14th Cavalry
Brigade. We were Brigaded
with the Central Indian Horse & 2nd Bengal
Cavalry, and from what you told me,
Your brother & I must have been in
the same Brigades.

I was based in the Central
Hospital at Arras & (at the time)
with the Australian forces at Amiens
in Egypt. It was here that I had
my first flight, with an Australian
pilot. I have since married an
Australian - so I feel very

17 SUTHERLAND CRESCENT
DARLING POINT

III: II: XXXVI

Dear Mr. Livingston Sir,

I feel I must send you a few lines,
a little more personal than the enclosed.
Your letter was so very kind, and
perhaps the information provided, will
prove sufficient to you and the other
members of the Squadron's Cousins
very interesting.

It is extremely difficult to know
about myself, but when I am aware of
being 95 years old, it is a reminder of little
achievements, if I say 100 little.

Dear Sir,

The coming year, it was my intention to go on the land, and it is still my ultimate hope to do so. I sincerely trust that business was interesting, and our thoughts and actions than accept of the highest standard of the Corp. in business - and you were in this regard. It was indeed a business enterprise. I have never been interested in business in this way's production and would really enjoy receiving the news

you as a business & business enterprise, and you have in mind.

I received a letter & letter of yours of 1890 from General Beattie of Texas, speaking of your interest in the possibility of manufacturing oil in the territory. Of course they have been represented here, and as I had no chance to investigate matter as a matter of fact, I must not say with regard. It does seem however, that business was interesting and fully alive to the situation - which is the case. I am sure you were this way. With kindest regards,

Yours sincerely,
 Davisson Lewis,
 Business Editor,
Washington

29th January, 1936.

Brian Lewis, Esq.,
17 Sutherland Crescent,
DARLING POINT.
Sydney. N.S.W.

Dear Mr. Brian Lewis,

Reference is made to your letter of 16th January, which I delayed replying to until a further meeting of our Syndicate had taken place.

At a meeting this afternoon I read your letter to the Members, who asked me to thank you very much indeed for the kind way you have written and to say how much they appreciate the interest you are taking in the matter. They noted that just as soon as you receive the proposals from Hawker-Siddeley you will submit these for our consideration, and also that you expect to receive a cable shortly, saying when these proposals should arrive in Australia, and that you expect they will reach here by the end of next month. Members of our Syndicate will appreciate receiving these proposals when they arrive.

Further, I am asked to thank you very much for your offer of assistance, and when the moment arrives your suggestion will be taken into very serious consideration. In the meantime if you would care to give us any further information about your former activities we should very much like to have it. I think there is no necessity for you to come to Melbourne again just now.

Yours faithfully,

Managing Director.

EL/J/JO.

*rest m...
3*

Essington Lewis

*When moment
arrives he
will be
considerable*

17, Sutherland Crescent,
Darling Point,
Sydney.

16th January, 1936.

Essington Lewis Esq.,
Melbourne.

Dear Mr. Essington Lewis,

I feel I must write to thank you for your kindness to me in Melbourne last week.

It was with diffidence that I approached you, but I felt my investigations had reached a stage when no further progress could be made until I had the opportunity of discussing the matter with you.

I deeply appreciate all the information you gave me, which enabled me to write very fully by this week's Air-Mail. I have asked Hawker-Siddeley that the most comprehensive proposals should be sent out, covering Military and Civil Aircraft, Engines and Technical advice and assistance.

The proposals should reach here by the end of next month, and I sincerely trust no definite decisions will be reached regarding co-operation until they are in your hands. I shall receive a cable when they have been posted, and will advise you in due course when they may be expected.

It may interest you to know that I undertook these investigations entirely on my own initiative about six months ago. I have often visited Japan and know that all their commercial activities have a political significance. When I came to live here last year, I was conscious of their penetration and felt that the only sure means of restricting them to purely business activities, would be through an effective Air Arm.

It appeared that an Aircraft factory was more than a National necessity, but also an Empire one, because in a time of emergency the requirements of New Zealand, the Pacific Colonies and perhaps Singapore and Hong Kong would have to be supplied from here.

I discussed the proposal with my friends Hawker-Siddeley, who readily responded and said they were deeply interested. They are unquestionably the leading Group in England as they cover the entire field of Military and Civil Aircraft and Engines, and are the only concern capable of supplying Australia's entire requirements. They authorised me to investigate the prospects and discuss matters on their behalf, but they warned me that they were very definitely informed by the Australian Authorities in London not to take any action on their own accord to manufacture Aircraft out here.

In discussing the prospects of a factory here we had in mind the formation of a national company financed by Australian capital and having the support of the Defence Department, which by arrangement would work in closest co-operation with Hawker-Siddeley. Hawker-Siddeley to give all the technical and administrative assistance required, and make available immediately all the latest information and developments as they take place.

I must thank you for agreeing that Hawker-Siddeley should submit proposals for your consideration and for providing this opportunity for them to co-operate with the Company you have just formed.

The following is an extract from a letter received from them this week :-

"The fullest co-operation would be
 "available and technicians and practical
 "staff to organise and instruct a factory
 "in its initial stages. Also, experts
 "to assist in deciding the size, situation
 "and layout of a factory; the types
 "recommended and the amount of components
 "required."

Every form of advice and assistance is available to your Company, if required.

I was very glad to learn from you that British interests would always predominate and maintain control of the Company. Whatever differences of opinion there may be regarding Civil Aircraft, British Military Aircraft are definitely superior in every respect to the American product, and as I understood you have in mind the primary requirements of Defence, the leading British

MEMORANDUM OF INTERVIEW HELD IN MANAGING
DIRECTOR'S OFFICE ON FRIDAY, 3RD JANUARY 1936
AT 2.30 P.M.

PRESENT: Mr. Brian Lewis - British Aircraft Group.
Mr. Essington Lewis) B.H.P. Co. Ltd.
Mr. L. Bradford)

SUBJECT: A V I A T I O N:

Mr. Brian Lewis represents a leading British Aircraft Group namely:- Messrs, Hawkers, Armstrong, Avro, Gloster, and Siddeleys. There are other makers in England viz:- Messrs. Bristol, Vickers, Shorts, De Haviland, Fairey, Westland Aviation Company, Petters and several other smaller companies.

The British Aircraft Group have four factories for making aeroplanes and one for the manufacture of engines. They make the Siddeley motor in 11 different sizes ranging from 100 H.P. to 900 H.P.

Mr. Brian Lewis has heard (probably from the Defence Department) of the possibility of Australian interests going into the manufacture of aircraft, and he called to see the Managing Director with a view to co-operating with the Government and/or private financial interests in establishing an aircraft factory in Australia.

He is very emphatic that an aircraft factory by itself would be a commercial proposition especially with say, 50/55 machines a year from the Government. He thought that a factory to make engines, unless it were on a cost plus a percentage basis, would not probably be satisfactory commercially. He is quite sure that most of the material can be obtained in Australia today and in the course of time that the whole of it can be done here. In other words, the complete aircraft and engine can be made in Australia from Australian materials.

Mr. Brian Lewis is staying in Melbourne until Wednesday morning, 8th January, to see if we are interested in his submissions in any way.

P.S. He told the Managing Director confidentially that Mr. Denham (an American) a representative of Boeing Aircraft Corporation had just arrived in Australia.
