ARMY AIR FORCES COMMAND ENGINEERING DIVISION MEMORANDUM REPORT ON BOS /ges SUBJECT: Conference Setween Menasco Manufacturing Company And Air Materiel Command On XJ-57 Date 18 September 1947 Pro test OFFICE TSEPP-SB Contract or Order No. SERIAL No. TSEPP-506-223 Expenditure Order No. 506-18 A. PURPOSE: 1. To record conclusions reached at conference held at Wright Field on 11 1. To record conclusions reached at concernoe hald by string of the Soptember 1947 between personnel of Menasco Manufacturing Company and Air Materiel Command as listed below regarding Menasco L-1000 project. Menasco Representatives Air Materiel Command Personnel Col. R. J. Minty, Power Plant Lab. Col. R. J. O'Hoefe, Power Plant Lab. Col. R. L. Wassell, Power Plant Lab. Mr. H. Melson Mr. H. C. Price Mr. B. C. Mollett Lt. Col. J. R. Martin, Procurement Div. ind, D. G. Limbert, Judge Advocate's Office ind, D. G. Limbert, Judge Advocate's Office ind, O. H. Scott, Procurement Div. Mr. O. Chenowsth, Power Flant Lab. Mr. E. A. Wolfe, Power Flant Lab. Mr. S. A. Nolle, Fower Plant Lab. Mr. W. Worth, Power Plant Lab. Mr. J. W. Moots, Procurement Div. Mr. B. C. Simpson, Power Plant Lab. B. FACTUAL DATA: 1. The discussion between Menasco representatives and Air Materiel Command personnel brought about the conclusions as given herein. C. CONCLUSIONS:

1. Following the discussion of Menasco's corporate position by Mr. Helson it was concluded that:

(a) Vigorous action should be taken to investigate an established engine company taking over the L-1000 project and the key personnel at Menago.

(b) The possibility of Hemaso retaining the project or Lockheed being re-established in this project should be tabled for the present.

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(a) Mr. Price should investigate their use on the L-104

(b) The Power Plant L. ferences with exhall shed engine and development Resilities for the Section 1949

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(e) Mr. Price should make a tour of Engine Company facilities to investigate their use on the L-1000 project.

(d) The Power Plant Laboratory should institute a series of conferences with established engine companies having adequate engine manufacturing and development facilities for the purpose of interesting these companies in the L-1000 program.

(e) The corporate negotiations should be handled by the corporations without undue interference by the Army.

(f) Mr. Price should, by all means, be the engineer in charge of the program and Mr. Price expressed his feeling that he would be fully cooperative in this matter and had no projudice in regard to the company handling the program.

(g) The target date for such a transfer should be 1 January 1945.

D. RECOMMENDATIONS:

 It is imperative that vigorous action be taken to conclude such megotiations prior to 1 January 1948. It is recommended that this action be instituted.

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Concurrence:

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