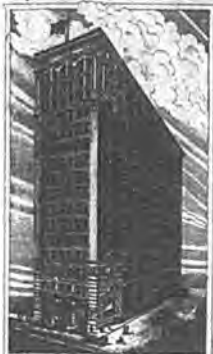


**Aerocar
Company of
Detroit**



**HOTEL
WASHINGTON**
EUROPEAN PLAN
300 ROOMS OF SOLID COMFORT.

"TRUTHFULLY
**GOOD
HOTELS**"

J. EDWARD KRAUSE,
PRESIDENT.

EDWIN R. SPOONER
MANAGER.



**HOTEL
EDWARD**
EUROPEAN PLAN
150 ROOMS EXQUISITELY KEPT.

INDIANAPOLIS.

Jan 10 - 1928

Dear Mr Fisher

This will introduce
Mr M. A. Levy of Indianapolis
who has been doing some work
in your area and is
bringing the tow car back for
us. Mr Levy is a good motor
mechanic and has worked
for you under Doc Huley in
the Shop.

Anything that you could
put him next to in his line
would be appreciated.

Sincerely yours
Curtis A. Campbell
C. C. Campbell

Conformed Copy
Curtis Aero-car Co., of Florida, Inc.

THE AEROCAR CORPORATION.

Agreement _____

AGREEMENT made this *7th* day of *December*, 194*8*, between THE AEROCAR CORPORATION, a Delaware corporation, hereinafter called "Aerocar"), and *Arthur Aerocar Co. of Florida* (hereinafter referred to as "The Company"),

WHEREAS Aerocar is the owner of, or has a right to grant license under, the United States Letters Patent enumerated in Schedule A hereto attached, and is also the owner of various applications for Letters Patent, all of which relate to, or to the manufacture, construction and design of, trailers for attachment to automobiles, motor cars and other vehicles, and/or appliances and devices for coupling cars, wagons, automobiles, motor trucks, trailers and other vehicles of every kind and character for the transportation of passengers and goods, and

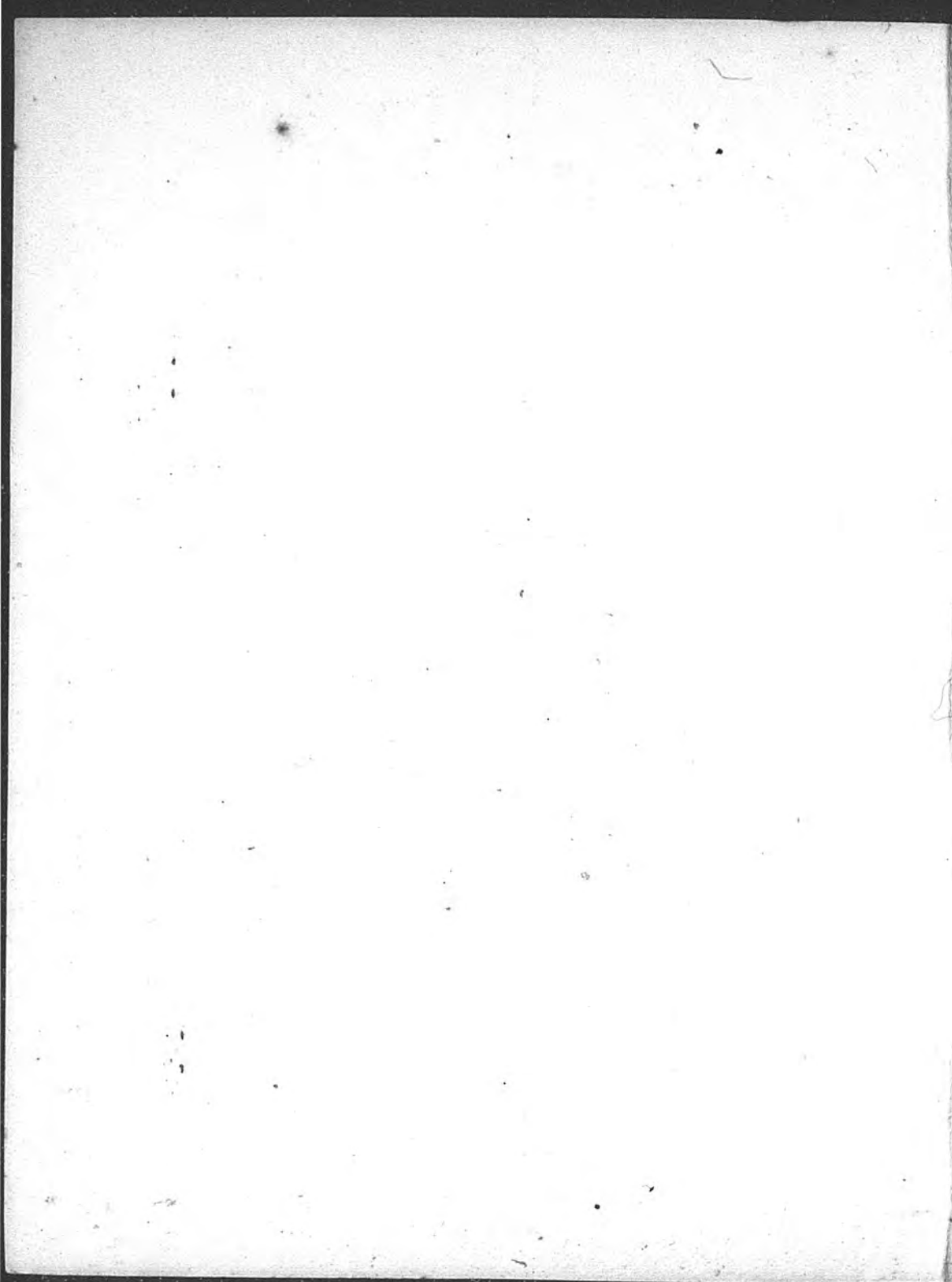
WHEREAS The Company is desirous of acquiring a license under said Letters Patent and the patents to issue on said applications and on improvements thereon as herein specified, and

WHEREAS Aerocar has acquired and now controls certain valuable original ideas relative to, and has perfected certain improved methods for the most efficient manufacture and construction of couplers and/or trailers for attachment to automobiles, motor cars and similar vehicles, and

WHEREAS The Company is desirous of acquiring knowledge of said ideas and instruction in the use of the methods and engineering data employed by Aerocar in manufacturing, constructing and designing the aforesaid trailers and/or couplers.

NOW, THEREFORE, in consideration of the premises and of the mutual undertakings of the respective parties, it is hereby agreed as follows:

1. Aerocar agrees to grant, and hereby does grant to The Company, subject to the hereinafter contained provisions, all of which are conditions of such grant, a non-exclusive and non-transferrable license (except as hereinafter provided) under the patents and applica-



AGREEMENT made this *7th* day of *December*, 19*28*, by and between THE AEROCAR CORPORATION, a Delaware corporation (hereinafter called "Aerocar"), and *Curtiss Aerocar Co. of Florida, Inc.* (hereinafter referred to as "The Company"),

WHEREAS Aerocar is the owner of, or has a right to grant licenses under, the United States Letters Patent enumerated in Schedule "A" hereto attached, and is also the owner of various applications for Letters Patent, all of which relate to, or to the manufacture, construction and design of, trailers for attachment to automobiles, motor cars and other vehicles, and/or appliances and devices for coupling cars, engines, automobiles, motor trucks, trailers and other vehicles of every kind and character for the transportation of passengers and goods, and

WHEREAS The Company is desirous of acquiring a license under said Letters Patent and the patents to issue on said applications and on improvements thereon as herein specified, and

WHEREAS Aerocar has acquired and now controls certain valuable original ideas relative to, and has perfected certain improved methods for the most efficient manufacture and construction of couplers and/or trailers for attachment to automobiles, motor cars and similar vehicles, and

WHEREAS The Company is desirous of acquiring knowledge of the ideas and instruction in the use of the methods and engineering data employed by Aerocar in manufacturing, constructing and designing the aforesaid trailers and/or couplers.

NOW, THEREFORE, in consideration of the premises and of the mutual undertakings of the respective parties, it is hereby agreed as follows:

1. Aerocar agrees to grant, and hereby does grant to The Company, subject to the hereinafter contained provisions, all of which are conditions of such grant, a non-exclusive and non-transferable license (except as hereinafter provided) under the patents and applica-

tions for patents or methods of construction, manufacture and design specified in Schedule "A", to make, use and sell in and throughout the United States of America, appliances and devices for coupling cars, engines, automobiles, motor trucks, trailers and other vehicles, railroad cars and tractors, of every kind and character for the transportation of passengers and goods and/or trailers for attachment to wagons, automobiles, motor cars, trucks, tractors, quads and motor cycles.

No rights, express or implied, are hereby granted under any foreign patent or patents now or hereafter issued or to be issued.

2. The Company agrees to cause all trailers and/or couplers made by it to be marked with such appropriate markings, indicating that patents on the inventions embodied thereon have been applied for or are pending or have been granted, as Aerocar from time to time shall request.

3. Aerocar agrees that during the first six months of this agreement it will, if and when called upon so to do, furnish to The Company the necessary engineering information and drawings relating to the methods of construction, manufacture or design of trailers and/or couplers for the purpose of assisting the engineering department of The Company in the design of, or its shop department in the construction and manufacture of trailers and/or couplers embodying any or all of the inventions or methods of construction, manufacture or design covered by this agreement or that may be hereinafter included, and to furnish to The Company such blue prints, drawings and other data as may be necessary in the construction, manufacture or design of the aforesaid trailers and/or couplers.

4. The Company agrees to keep a full and correct account and to render to Aerocar on the twentieth days of January, April, July and October of each year during the term of this agreement, a full and correct written report (sworn to by one of its officers, if a corporation)

of all trailers and/or couplers manufactured, used, sold or otherwise put into commercial use, during the preceding three calendar months by The Company and made in accordance with or using or embodying any one or more or all of the inventions or methods of construction, manufacture or design which The Company shall be entitled to use by virtue of this agreement and at the same time, that is to say, on the twentieth days of January, April, July and October, to pay to Aerocar royalties in accordance with Schedule "B" attached hereto and made a part of this agreement.

5. The Company agrees that Aerocar, or its duly accredited agent, shall have access at all reasonable times to the books and records of The Company relating to the manufacture, use and sale of trailers and/or couplers for the purpose of checking and verifying the royalties payable hereunder and the reports thereof herein required to be made.

6. This agreement shall run for the period of the duration of any of the patents specified in Schedule "A" hereof and for the period of the duration of any of the patents that may be granted pursuant to the applications specified in Schedule "A", and, at the option of The Company, for the duration of such additional patents acquired by Aerocar upon inventions or improvements to the use of which The Company shall be entitled under the provisions of Article 9 of this agreement.

7. The Company expressly concedes the novelty of all of the inventions and/or methods of manufacture, construction and design herein referred to and the validity of any and all letters patent granted or to be granted thereupon which The Company is licensed by this agreement to use, and does hereby agree not to contest or to aid others in contesting the validity of such patents or the novelty of such inventions either directly or indirectly.

8. It is mutually agreed that Aerocar does not guarantee that the said applications for patents, or any other applications for patents in

respect of said inventions, will be granted, or guarantee the validity of such patents as have been or may be granted, and it is mutually understood and agreed that Aerocar shall in no way and in no event be held responsible to The Company for any loss or damage which The Company may sustain in case of an infringement of said patents or any of them by any party or parties, or in the event that said patents or any of them shall hereafter be declared invalid, or in the event that no patent shall be granted in respect of said inventions, or be required to return or forego any royalties theretofore received or earned, nor does Aerocar give any guaranty or promise with respect to the said patents or the rights to said inventions not expressly set forth herein, except to pursue the said applications for patents with reasonable and due diligence.

No obligation is assumed by Aerocar to defend or protect The Company against any infringers of any patents which may issue hereunder, or others, and no duty is imposed upon Aerocar to take proceedings, either at law or in equity, to prevent and enjoin such infringement. Aerocar expressly gives The Company the right to take such proceedings at law or in equity in the name of Aerocar or otherwise, but at The Company's expense, as it may deem necessary and proper to prevent and enjoin any infringement of patents covered herein, but without prejudice to the right of Aerocar to take any such action in the premises as to it may seem advisable.

9. Aerocar agrees that if during the life of this agreement it acquires the ownership or control of any invention or improvement covering the manufacture, construction or design of couplers and/or trailers for attachment to wagons, automobiles, motor cars, trucks, tractors, quads and motor cycles, it will grant to The Company the right and license to use any such invention or inventions without further payment of royalty than that herein provided for and subject to the terms and conditions as herein recited, unless otherwise agreed to in writing by and between the parties.

Likewise The Company agrees that during the life of this agreement it will promptly disclose unto Aerocar full knowledge of any and all inventions and improvements made or acquired by, or coming under the control of The Company or any of the officers or employees thereof, and in any way affecting the manufacture, construction or design of couplers and/or trailers for attachment to wagons, automobiles, motor cars, trucks, tractors, quads and motor cycles, and The Company further agrees at the expense of Aerocar and as often as Aerocar may request, to execute or cause to be executed the usual patent applications, papers and assignments necessary to vest in Aerocar all rights and privileges pertaining to such inventions and improvements.

The Company agrees to enter into such agreements with its officers and employees as will insure the performance of the foregoing provisions of this agreement applicable to them.

10. The Company further agrees to sell articles embodying any one or more or all of the inventions, or using the methods of construction, manufacture or design, covered by this agreement, only to corporations, firms or individuals who will consent to and enter into an agreement with Aerocar in substantially the form attached hereto and marked Schedule "C".

11. It is mutually agreed and understood that this license is assignable by The Company only to its successor or successors in business, but not otherwise.

12. Upon the failure of The Company to make the reports herein provided for or to pay the royalties within thirty days after the same have become due as herein specified, then Aerocar may terminate this contract by a written notice addressed to The Company at its address given below, giving notice of such intention to terminate, and this agreement and the license granted hereunder shall terminate as of fifteen days after the mailing of such notice unless The Company shall make good its default within such fifteen days.

If at any time after six months from the date hereof The Company shall fail to sell any trailers and/or couplers manufactured under this agreement and license for a period of six consecutive months, then Aerocar shall have the right to terminate this agreement and license by a written notice addressed to The Company at its address given below and all rights of The Company hereunder shall thereupon terminate.

It is understood and agreed that this agreement and all rights granted herein to The Company shall forthwith cease and terminate without the necessity of any notice or act on the part of Aerocar upon the happening of any of the following events, to wit: the filing by The Company of a voluntary petition in bankruptcy; the making by The Company of a general assignment for the benefit of creditors with or without preference; the determination or adjudication of the insolvency of The Company in any proceeding, or the admission of insolvency by The Company.

The termination of this agreement prior to its expiration shall not release The Company of any obligations for royalties due hereunder prior to such termination.

13. All disputes and differences arising out of this agreement shall be settled and finally determined in the City of New York by arbitration in the following manner:

Each party to this agreement shall appoint an arbitrator. If the two arbitrators so appointed cannot agree within a month after their appointment, they will select a third arbitrator. The arbitrators shall meet and give opportunity to each party to present its case and witnesses, if any, in the presence of the other and shall then make their award. Decision in writing of the three arbitrators or any of two of them, shall be final and binding upon the parties hereto and judgment may be entered thereon in any court having jurisdiction. Such decision shall include the fixing of the expense of the arbitration and assessment of same against either or both parties. If either party

fails to appoint its arbitrator within fourteen days after notice in writing requiring it to do so, the arbitrator appointed by the other party shall act for both; his decision in writing shall be final and binding upon both parties as if he had been appointed by consent.

14. Notices required to be given hereunder shall be deemed sufficient if addressed to Aerocar at _____ and to The Company at _____

15. This contract shall be interpreted according to the laws of the State of New York and shall bind the respective parties, their successors and assigns.

IN WITNESS WHEREOF the parties hereto have caused this instrument to be executed by their officers thereunto duly authorized, and their corporate seals to be hereto attached in the day and year first above written.

Curtis Aerocar Co. of Florida, Inc.

By H. Sayre Wheeler
President.

Attest:

Malcolm J. Wichehrak
Secretary.

THE AEROCAR CORPORATION,

By Chester W. Buntell
Vice President.

Attest:

Francis S. Appleby
Secretary.

Corp. Seal

Corp. Seal

STATE OF NEW YORK, }
 COUNTY OF NEW YORK, } ss.:

On this 19 day of *November*, in the year 1930, before me personally appeared *Geslin W. Tuttle*, to me personally known, who, being by me duly sworn, did depose and say that he resides in *New York City, N.Y.*; that he is the *Vice Pres.* of THE AEROCAR CORPORATION, one of the corporations described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

Seal

Anna C. Curtin
Notary Public

Florida
 STATE OF ~~NEW YORK~~, }
 COUNTY OF *Dade*, } ss.:

On this 7 day of *December*, in the year 1930, before me personally appeared *H. Sayre Wheeler*, to me personally known, who, being by me duly sworn, did depose and say that he resides in *Opalocka, Florida*; that he is the *President* of *Charles Wheeler Co., Florida, Inc.*, one of the corporations described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

Seal

W. A. Jameson
Notary Public

Schedule "A".**1. Patents.**

Patent No. 1,682,324, bearing date August 28, 1928.

Patent No. 1,659,943, bearing date February 21, 1928.

Patent No. 1,437,172, bearing date September 22, 1922.

2. Applications for Patents.

Application for Patent Serial No. 133,944, filed September 7, 1926.

Application for Patent No. 283,880, filed June 8, 1928.

Application for Patent No. 283,881, filed June 8, 1928.

3. Methods of Manufacture, Construction and Design.**(a) TRAILERS.**

In a road or rail vehicle, a body structure comprising body-sides made up of two or more longitudinally extending frame members united to provide at each side of said body structure a longitudinally extending truss, flooring for said body extending from one to the other of the trussed sides thereof, and a running gear directly fastened to and beneath said body structure.

In a road or rail vehicle, a body structure comprising body-sides of substantial depth made up of two or more longitudinally extending frame members united at intervals of space throughout their length to provide at each side of said body a longitudinally extending truss, members extending from one to the other of said side trusses to provide in a substantially horizontal plane at or near the bottom of said body structure a third longitudinally extending truss, and a running gear directly fastened to and beneath said body structure.

In a road or rail vehicle, a body structure comprising body-sides made up of two or more longitudinally extending frame members united in a substantially vertical plane to provide at each side of said body a longitudinally extending truss, members extending from one to the other of the corresponding longitudinally extending frame members of said side trusses to provide in a horizontal plane at or near the top of said body structure a third longitudinally extending truss, flooring for

said body structure likewise extending from one to the other of said side trusses, and a running gear directly fastened to and beneath said body structure.

In a road or rail vehicle, a body structure including a skeleton frame made up of two side trusses, a top truss and a bottom truss, said top and bottom trusses being united along their opposite longitudinal edges to the opposite longitudinal edges of said side trusses to provide in the aggregate a box-type girder of substantially the full depth and width of said body structure, flooring extending from one to the other of said side trusses, an outer covering within which the box-type girder, and hence the body structure is enclosed, and a running gear directly attached to said girder.

A trailer vehicle including an enclosed framed structure in which both sides thereof and the top and bottom are constructed in truss form to withstand and transmit all operating stresses thruout the length and breadth thereof without dependence either upon the outer covering within which said frame is enclosed or upon a supporting chassis engaging therebeneath.

A trailer vehicle including a body-frame made up in the form of a box-type girder to withstand and transmit all operating stresses thruout the length and breadth thereof without dependence upon a supporting chassis engaging therebeneath.

A trailer road vehicle including a body-frame made up in the form of a box-type girder to withstand and transmit all operating stresses encountered in its use thruout the length and breadth thereof without dependence upon any supporting chassis whatsoever, and a running gear directly fastened to and beneath said body frame.

A road or rail vehicle including an enclosed body structure in which the sides, the top and the bottom thereof are constructed in the form of trusses, each said truss including top and bottom chord members and an open web, said trusses, collectively providing a substantially box-type girder of substantially the full depth and width of said body structure, and thru which all operating strains and stresses are distributed without dependence either upon the outer covering thereof or upon a chassis engaging therebeneath, and means cross-bearing said girder, and hence the body structure, at or near its opposite ends.

In a road or rail vehicle, a body structure including a body-frame constructed in the form of a box-type girder of substantially the full

depth and width of said body, an outer covering of light weight material enclosing said body-frame, and a running gear directly fastened to and beneath said girder without the interposition of a chassis.

A road or rail vehicle including a body-frame consisting of two side trusses, a top truss and a bottom truss, said trusses collectively providing a box-type girder of substantially the full depth and width of said body-frame, and said girder, independently of any chassis whatsoever, and independently of any outer covering for said body-frame, being so proportioned and so constructed as to carry and distribute substantially the full operating stresses incurred in actual use upon the road.

(b) COUPLERS.

A flexible coupling for vehicular structures including as an element thereof a pneumatic tube.

A flexible coupling for vehicular structures including as an element thereof an annular inflatable and deflatable pneumatic tube.

A flexible coupling for vehicular structures including as an element thereof an annular pneumatic tube, a retaining means carried by one of said structures for holding said tube in place, and a coupling pin engaged in said retaining means.

A flexible coupling for vehicular structures including as an element thereof an annular pneumatic tube adapted to be held in a substantially horizontally flat position upon one of said structures, and a coupling pin yieldingly held in a substantially vertical position by said tube and to which the other said structure is fastened.

In a flexible coupling for vehicular structures, a coupling pin, and means including an annular pneumatic tube for yieldingly holding said pin in a substantially vertical position.

In a flexible coupling for vehicular structures, a coupling pin, means encircling said pin for yieldingly resisting its radial displacement, and means engaging beneath said pin for yieldingly resisting its axial displacement.

In a flexible coupling for vehicular structures, a coupling pin, pneumatic means encircling said pin for yieldingly resisting its radial and axial displacement, and means in addition to said pneumatic means for further yieldingly resisting axial displacement of said pin.

In a flexible coupling for vehicular structures, a retaining frame carried by one of said structures, an annular pneumatic tube engaging in said frame, a coupling pin to which the other said structure is fastened, and means engaging within the embrace of said pneumatic tube for yieldingly holding said pin in place.

In a flexible coupling for vehicular structures, a retaining frame, a coupling pin, and means including a pneumatic tube engaging in said frame for yieldingly holding said coupling pin in a substantially vertical position.

In a flexible coupling for vehicular structures, a retaining frame having formed therein an annular groove, a coupling pin, and means including a pneumatic tube engaging in said groove for yieldingly holding said coupling pin in a substantially vertical position.

In a flexible coupling for vehicular structures, a retaining frame, a non-rotatable wheel including a hub portion and a rim, a pneumatic tire mounted on said rim and engaging in said frame, and a coupling pin engaging in said hub portion.

In a flexible coupling for vehicular structures, a coupling pin and a pneumatic means within the embrace of which said pin is yieldingly held.

A flexible coupling for vehicular structures including a pneumatic means adapted to absorb and dissipate all shocks occurring at said coupling.

Schedule "B".

Royalties to be paid quarterly by _____ to
The Aerocar Corporation upon each trailer manufactured, sold or
otherwise put into commercial use and made in accordance with or
using or embodying any one or more or all of the inventions or im-
proved methods of construction, manufacture or design which
_____ is entitled to use by virtue of this
agreement.

1. \$50. on each trailer up to and including the first 100.
2. \$40. on each trailer over 100 and up to and including 500.
3. \$30. on each trailer over 500 and up to and including 1,000.
4. \$25. on all trailers over 1,000.

Schedule "C".

(FORM OF CONTRACT)

AGREEMENT entered into this day of , 1928, by and between The Aerocar Corporation, a corporation organized and existing under the laws of the State of Delaware, hereinafter sometimes referred to as "Aerocar", party of the first part, and , a corporation organized and existing under the laws of the State of , sometimes hereinafter referred to as "The Corporation".

WHEREAS Aerocar is the owner of, or has a right to grant licenses under, the United States Letters Patent enumerated in Exhibit "A" of this Agreement, and is also the owner of various applications for Letters Patent, all of which relate to, or to the manufacture and construction of, trailers for attachment to automobiles, motor cars and other vehicles and/or appliances and devices for coupling cars, engines, automobiles, motor trucks, trailers, and other vehicles, of every kind and character for the transportation of passengers and goods, and

WHEREAS Aerocar has perfected certain improved methods and devices for the most efficient and economical manufacture and construction of couplers and/or trailers for attachment to automobiles, motor cars and similar vehicles, and

WHEREAS Aerocar has licensed the under the Letters Patent and applications for Letters Patent enumerated in Exhibit "A", all of which relate to the manufacture, construction or design of trailers and/or couplers, and

WHEREAS Aerocar has revealed to the certain improved methods for the construction, manufacture or design of trailers and/or couplers, and

WHEREAS The Corporation is the manufacturer of automobiles, trucks, tractors, motor cycles and other similar motor vehicles, and is desirous of acquiring trailers and/or couplers for use in connection with the said automobiles, trucks, tractors, motor cycles and other similar motor vehicles, and embodying any one or more or all of the

inventions and/or methods of construction, manufacture or design set forth and described in Exhibit "A" hereof, and

WHEREAS Aerocar has consented to the sale by its licensee, the to The Corporation, of trailers and/or couplers embodying any one or more or all of the inventions or employing any of the methods of construction, manufacture or design covered by, set forth and enumerated in Exhibit "A" hereof.

NOW, THEREFORE, in consideration of the premises and of the mutual undertakings of the respective parties, and of the sum of One Thousand (\$1,000) Dollars paid by The Corporation to Aerocar, it is understood and agreed as follows:

1. The Corporation expressly concedes the novelty of the inventions and/or methods of manufacture, construction and design referred to in Exhibit "A" hereof (which is licensed to use under the terms of its agreement with Aerocar, dated the day of , 1928) and the validity of all letters patent granted or to be granted thereupon, and does hereby agree not to contest or to aid others in contesting the validity of such patents or the novelty of such inventions either directly or indirectly.

2. The Corporation agrees not to purchase from any other than , or to manufacture and construct, or permit any of its subsidiary or controlled companies to purchase, manufacture or construct, trailers for attachment to automobiles, motor cars and other power vehicles and/or appliances and devices for coupling cars, automobiles, motor trucks and other vehicles, which are in any way competitive with similar products manufactured by , under the patents, inventions or methods of manufacture, construction or design enumerated in Exhibit "A", and which it, the said , has the right to use and employ under the terms of its license agreement with Aerocar, dated the day of , 1928.

The decision of Aerocar as to whether or not any of the products purchased by The Corporation or manufactured by it or any of its subsidiary or controlled companies are competitive shall be final and decisive upon all parties concerned.

3. Aerocar agrees to the use by The Corporation of couplers and/or trailers purchased from _____ and embodying one or more or all of the inventions or methods of manufacture, construction or design enumerated and described in Exhibit "A" hereof, in connection or in conjunction with the products manufactured by The Corporation.

4. The Corporation agrees that if during the life of this agreement it acquires the ownership or control of any invention or improvement covering the manufacture, construction or design of couplers and/or trailers for attachment to wagons, automobiles, motor cars, trucks, tractors, quads and motor cycles, it will grant to Aerocar the right and free license to use any such invention or inventions; and The Corporation further agrees at the expense of Aerocar and as often as Aerocar may request, to execute or cause to be executed the usual patent applications, papers and assignments necessary to vest in Aerocar all rights and privileges pertaining to such inventions and improvements.

5. This agreement shall run for the period of the duration of the agreement between Aerocar and _____, dated the _____ day of _____, 1928.

6. All disputes and differences arising out of this agreement shall be settled and finally determined in the City of New York by arbitration in the following manner:

Each party to this agreement shall appoint an arbitrator. If the two arbitrators so appointed cannot agree within a month after their appointment, they will select a third arbitrator. The arbitrators shall meet and give opportunity to each party to present its case and witnesses, if any, in the presence of the other and shall then make their award. Decision in writing of the three arbitrators or any of two of them, shall be final and binding upon the parties hereto and judgment may be entered thereon in any court having jurisdiction. Such decision shall include the fixing of the expense of the arbitration and assessment of same against either or both parties. If either party

fails to appoint its arbitrator within fourteen days after notice in writing requiring it to do so, the arbitrator appointed by the other party shall act for both; his decision in writing shall be final and binding upon both parties as if he had been appointed by consent.

7. This contract shall be interpreted according to the laws of the State of New York and shall bind the respective parties, their successors and assigns.

IN WITNESS WHEREOF the parties hereto have caused this instrument to be executed by their officers thereunto duly authorized, and their corporate seals to be hereto attached in the day and year first above written.

.....

By.....
President.

THE AEROCAR CORPORATION,

By.....
President.

Attest:

.....
Secretary.

Attest:

.....
Secretary.

STATE OF NEW YORK, }
 COUNTY OF NEW YORK, } ss.:

On this day of , in the year 1930, before me personally appeared , to me personally known, who, being by me duly sworn, did depose and say that he resides in ; that he is the

of THE AEROCAR CORPORATION, one of the corporations described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

STATE OF , }
 COUNTY OF , } ss.:

On this day of , in the year 1930, before me personally appeared , to me personally known, who, being by me duly sworn, did depose and say that he resides in ; that he is the of

 , one of the corporations described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

Exhibit "A".

(To SCHEDULE C.)

1. Patents.

Patent No. 1,682,324, bearing date August 28, 1928.

Patent No. 1,659,943, bearing date February 21, 1928.

Patent No. 1,437,172, bearing date September 22, 1922.

2. Applications for Patents.

Application for Patent Serial No. 133,944, filed September 7, 1926.

Application for Patent No. 283,880, filed June 8, 1928.

Application for Patent No. 283,881, filed June 8, 1928.

3. Methods of Manufacture, Construction and Design.**(a) TRAILERS.**

In a road or rail vehicle, a body structure comprising body-sides made up of two or more longitudinally extending frame members united to provide at each side of said body structure a longitudinally extending truss, flooring for said body extending from one to the other of the trussed sides thereof, and a running gear directly fastened to and beneath said body structure.

In a road or rail vehicle, a body structure comprising body-sides of substantial depth made up of two or more longitudinally extending frame members united at intervals of space throughout their length to provide at each side of said body a longitudinally extending truss, members extending from one to the other of said side trusses to provide in a substantially horizontal plane at or near the bottom of said body structure a third longitudinally extending truss, and a running gear directly fastened to and beneath said body structure.

In a road or rail vehicle, a body structure comprising body-sides made up of two or more longitudinally extending frame members united in a substantially vertical plane to provide at each side of said body a longitudinally extending truss, members extending from one to the other of the corresponding longitudinally extending frame members of said side trusses to provide in a horizontal plane at or near the top of said body structure a third longitudinally extending truss, flooring for

said body structure likewise extending from one to the other of said side trusses, and a running gear directly fastened to and beneath said body structure.

In a road or rail vehicle, a body structure including a skeleton frame made up of two side trusses, a top truss and a bottom truss, said top and bottom trusses being united along their opposite longitudinal edges to the opposite longitudinal edges of said side trusses to provide in the aggregate a box-type girder of substantially the full depth and width of said body structure, flooring extending from one to the other of said side trusses, an outer covering within which the box-type girder, and hence the body structure is enclosed, and a running gear directly attached to said girder.

A trailer vehicle including an enclosed framed structure in which both sides thereof and the top and bottom are constructed in truss form to withstand and transmit all operating stresses thruout the length and breadth thereof without dependence either upon the outer covering within which said frame is enclosed or upon a supporting chassis engaging therebeneath.

A trailer vehicle including a body-frame made up in the form of a box-type girder to withstand and transmit all operating stresses thruout the length and breadth thereof without dependence upon a supporting chassis engaging therebeneath.

A trailer road vehicle including a body-frame made up in the form of a box-type girder to withstand and transmit all operating stresses encountered in its use thruout the length and breadth thereof without dependence upon any supporting chassis whatsoever, and a running gear directly fastened to and beneath said body frame.

A road or rail vehicle including an enclosed body structure in which the sides, the top and the bottom thereof are constructed in the form of trusses, each said truss including top and bottom chord members and an open web, said trusses, collectively providing a substantially box-type girder of substantially the full depth and width of said body structure, and thru which all operating strains and stresses are distributed without dependence either upon the outer covering thereof or upon a chassis engaging therebeneath, and means cross-bracing said girder, and hence the body structure, at or near its opposite ends.

In a road or rail vehicle, a body structure including a body-frame constructed in the form of a box-type girder of substantially the full

depth and width of said body, an outer covering of light weight material enclosing said body-frame, and a running gear directly fastened to and beneath said girder without the interposition of a chassis.

A road or rail vehicle including a body-frame consisting of two side trusses, a top truss and a bottom truss, said trusses collectively providing a box-type girder of substantially the full depth and width of said body-frame, and said girder, independently of any chassis whatsoever, and independently of any outer covering for said body-frame, being so proportioned and so constructed as to carry and distribute substantially the full operating stresses incurred in actual use upon the road.

(b) COUPLERS.

A flexible coupling for vehicular structures including as an element thereof a pneumatic tube.

A flexible coupling for vehicular structures including as an element thereof an annular inflatable and deflatable pneumatic tube.

A flexible coupling for vehicular structures including as an element thereof an annular pneumatic tube, a retaining means carried by one of said structures for holding said tube in place, and a coupling pin engaged in said retaining means.

A flexible coupling for vehicular structures including as an element thereof an annular pneumatic tube adapted to be held in a substantially horizontally flat position upon one of said structures, and a coupling pin yieldingly held in a substantially vertical position by said tube and to which the other said structure is fastened.

In a flexible coupling for vehicular structures, a coupling pin, and means including an annular pneumatic tube for yieldingly holding said pin in a substantially vertical position.

In a flexible coupling for vehicular structures, a coupling pin, means encircling said pin for yieldingly resisting its radial displacement, and means engaging beneath said pin for yieldingly resisting its axial displacement.

In a flexible coupling for vehicular structures, a coupling pin, pneumatic means encircling said pin for yieldingly resisting its radial and axial displacement, and means in addition to said pneumatic means for further yieldingly resisting axial displacement of said pin.

In a flexible coupling for vehicular structures, a retaining frame carried by one of said structures, an annular pneumatic tube engaging in said frame, a coupling pin to which the other said structure is fastened, and means engaging within the embrace of said pneumatic tube for yieldingly holding said pin in place.

In a flexible coupling for vehicular structures, a retaining frame, a coupling pin, and means including a pneumatic tube engaging in said frame for yieldingly holding said coupling pin in a substantially vertical position.

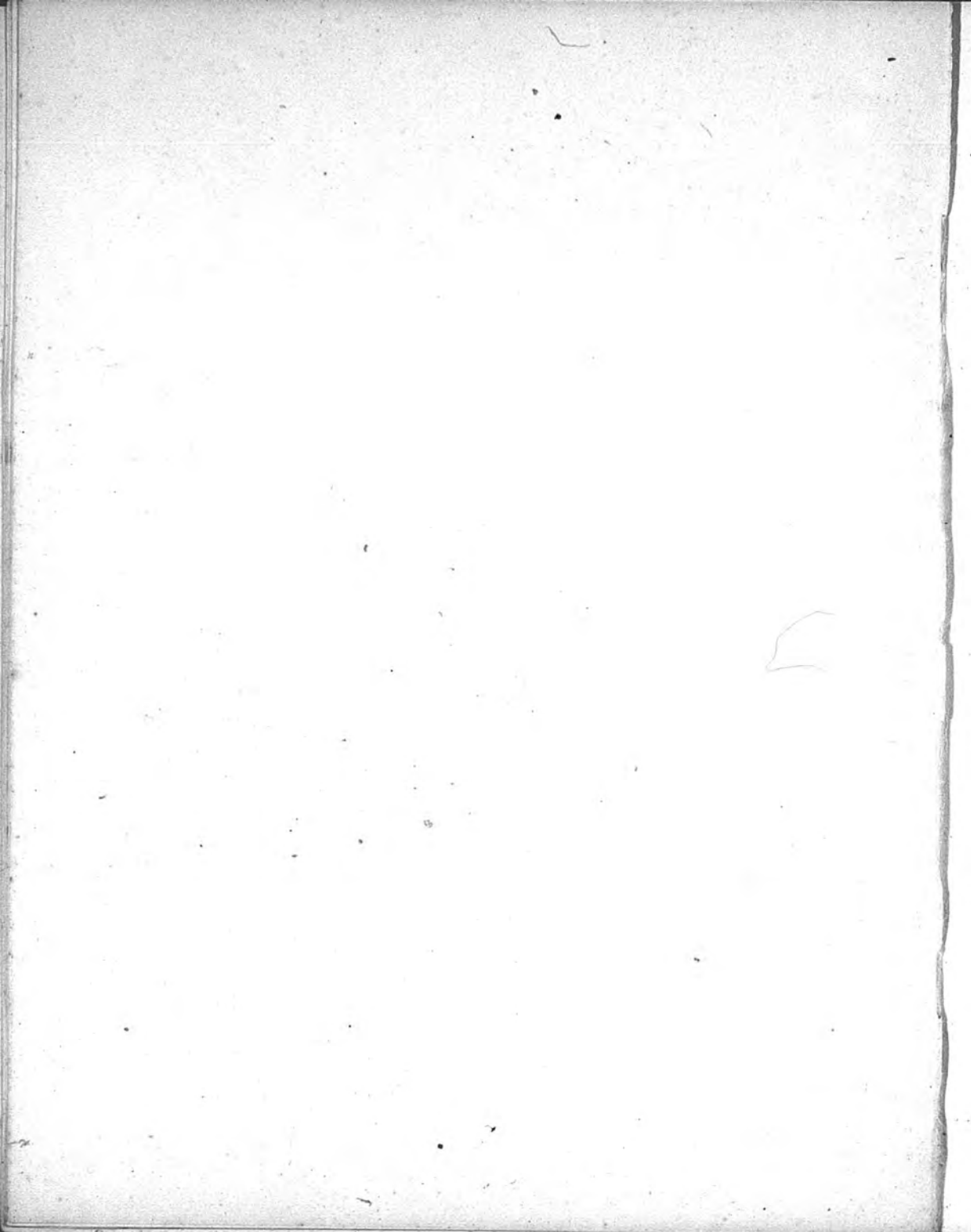
In a flexible coupling for vehicular structures, a retaining frame having formed therein an annular groove, a coupling pin, and means including a pneumatic tube engaging in said groove for yieldingly holding said coupling pin in a substantially vertical position.

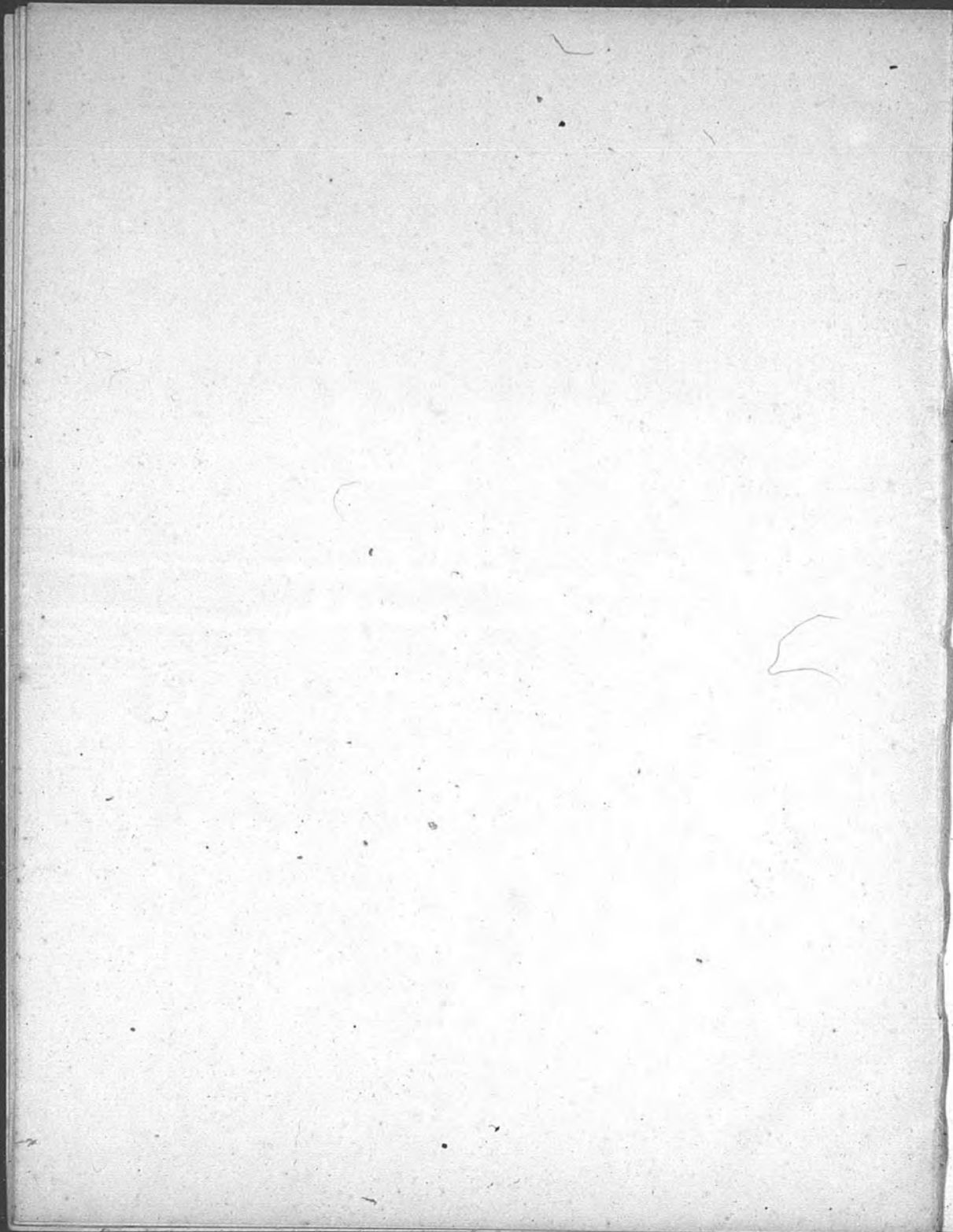
In a flexible coupling for vehicular structures, a retaining frame, a non-rotatable wheel including a hub portion and a rim, a pneumatic tire mounted on said rim and engaging in said frame, and a coupling pin engaging in said hub portion.

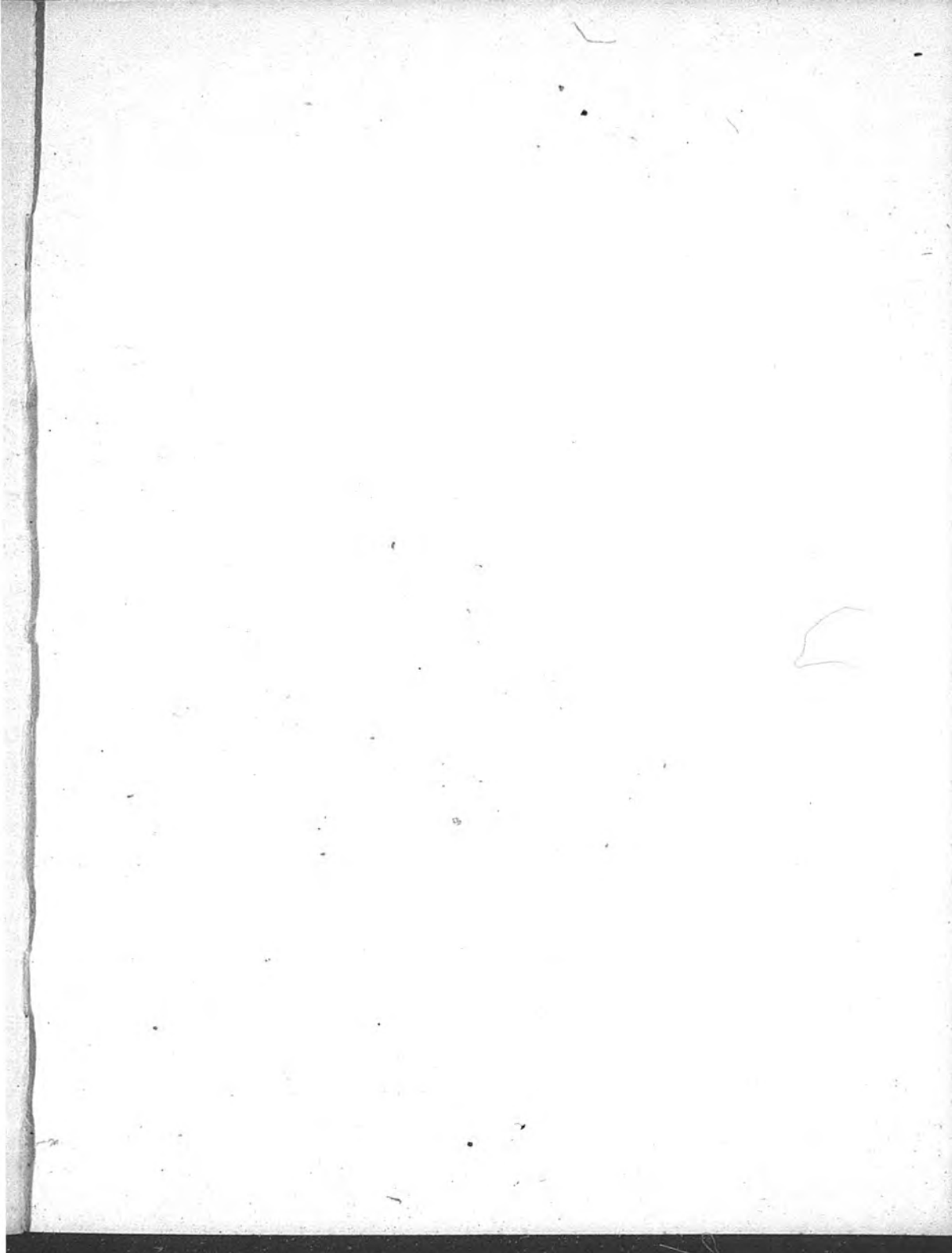
In a flexible coupling for vehicular structures, a coupling pin and a pneumatic means within the embrace of which said pin is yieldingly held.

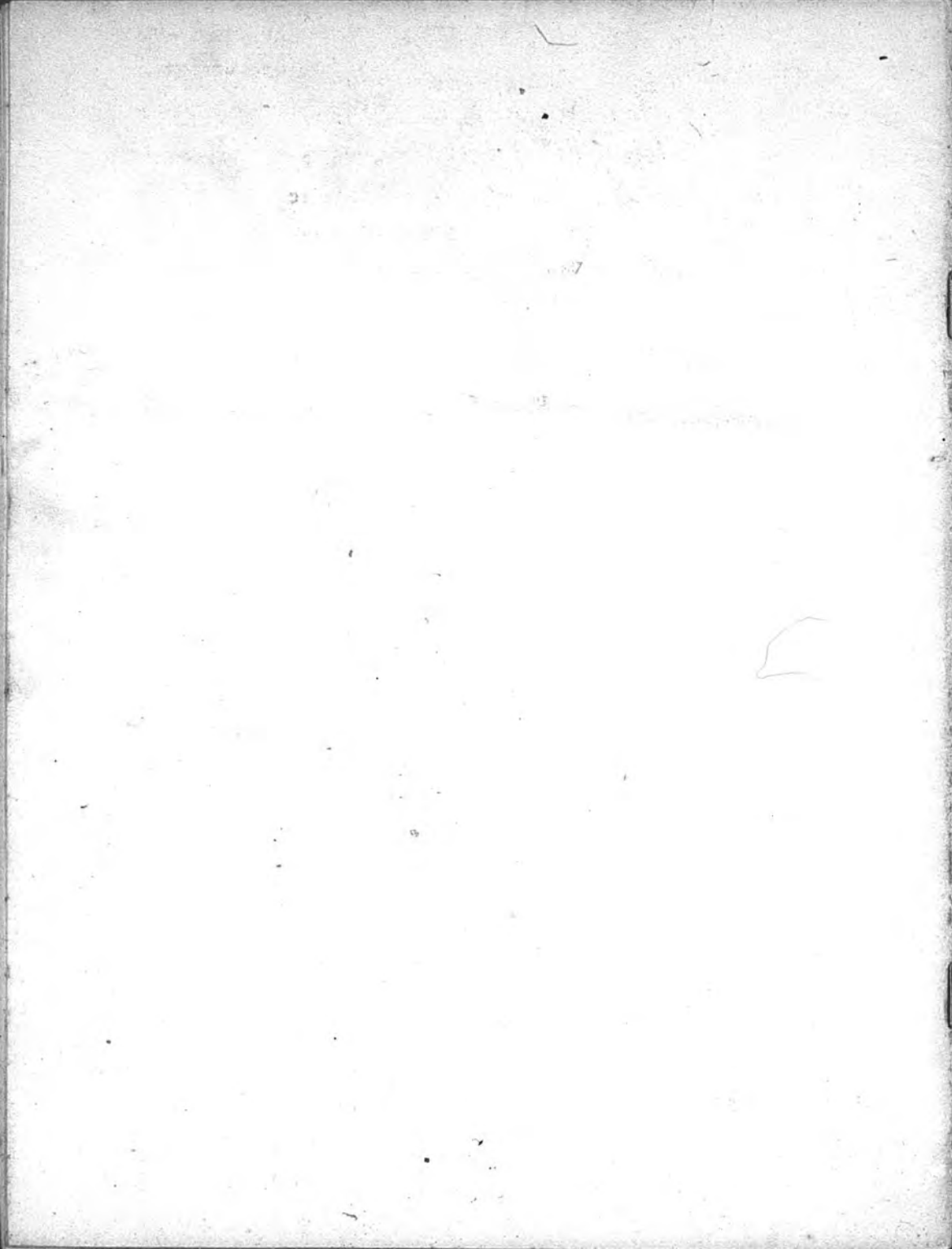
A flexible coupling for vehicular structures including a pneumatic means adapted to absorb and dissipate all shocks occurring at said coupling.

(4289)









CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

December 10, 1928

Mr. Carl Fisher
Miami Beach, Florida

Dear Mr. Fisher:

On our trip to Brunswick you mentioned something about Bragg brakes, and you were going to send me the address with any information, so that we could go into the matter of its use on the Aerocar.

We are going into the matter of Speedometer, and if you have any suggestions on this I will appreciate having it.

Yours very truly,

CURTISS AEROCAR COMPANY OF FLORIDA, INC.

Hayden Wheeler
President

~~*~~
HSW:M
Calery B.

December 13, 1928.

Mr. R. S. Wheeler, Pres.,
Curtiss Aerocar Company,
Opalocka, Florida.

Dear Mr. Wheeler:

I have yours of the tenth. Enclosed find copy of my letter to Mr. G. S. Bragg of the Bragg-Klieserath Corporation (Queens Blvd. & Harold Avenue, Long Island City, N.Y.) I am asking him, as you notice, to hurry up and get you the information you want.

I think, however, that you should have a blue print of your latest car. I know they have a light brake suitable for this car, but the important point in using this brake is the connection between the brakes and the rear axle and the attachments to the pedal in the forward car. Also there is an engineering problem to be worked out, but it must be properly handled, to see that the vacuum pull is equally distributed on traction and aerocar brakes. The brake corporation have a first class engineer in Mr. Klieserath and they will be quite willing to cooperate with you in every way possible to see that the brake is completely successful from the beginning and it will not be necessary to experiment other than a few sample try-outs.

Mr. Bragg-himself will be in the south soon and probably by that time you can have a car equipped ready to make tests. While these brakes are not necessary in these flat, western countries and also where the brakes have been worn some on the tractor I think it is quite necessary to attach vacuum brakes, and there is no other brake that can compare with the vacuum brake. I have one attached to my Packard car here, and if your engineers will set a time I will have my chauffeur drive over and let you try out this brake. I think it has been on my Packard now more than two years and I would not consider handling a heavy car without a vacuum brake as an extra, regardless of whether they have Four-wheel brakes or not.

Very truly yours,

CGF:T

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

Dec. 18th, 1928.

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Mr. Fisher:-

As you requested, we are enclosing herewith invoice No. 111 in the amount of \$1,939.00 for Aerocar No. 8, delivered at your residence yesterday afternoon.

We are also enclosing invoice No. 112 for \$31.00 covering the additional single seat and installation labor, plus labor of transferring other sets from car No. 3.

We have added the \$50.00 royalty charge which you may wish to eliminate under special arrangement with the Aerocar Corporation. If this is not in order, please leave it out in making remittance and we will write the Aerocar Corporation putting ourselves straight with them on our quarterly report.

We hope you will find this car, with wide tread, more satisfactory than any you have yet had. Any time you want anything from us, we now have a telephone and you have only to call to get it.

The new wicker chairs will be ready in about a weeks time when we will notify you for instructions on your No.3.

With kindest regards, I am,

Yours very truly,

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

December 21, 1928.

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Mr. Fisher:-

Mr. Curtiss called me today regarding the invoice for Aerocar No. about which you were talking with him over the telephone.

Replying for Mr. Curtiss and for the Curtiss Aerocar Co., it has not been our intention to charge a profit on your orders, and the invoice as sent you covered the cost only.

We are endeavoring to build up an industry for Greater Miami and full appreciate the cooperation and assistance you have given us.

We are pleased to know that car is satisfactory and hope that it will more than fill your expectations in the hotel service.

Yours very truly,

CURTISS AEROCAR CO. OF FLORIDA, Inc.,

By


President.

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

Dec. 22nd, 1928.

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Mr. Fisher:-

When Mr. Curtiss was at the factory last evening we were discussing patents, and he reminded to write you about taking up with the Aerocar Corporation matter of foreign patent applications which he considers very important.

Perhaps this is something you have discussed between you before and that you were going to handle. I think this letter is intended to remind you of this matter so that it will get under way.

Yours very truly,

A handwritten signature in cursive script, appearing to read "H. B. ...", written over a horizontal line.

December 24, 1928.

Mr. H) S. Wheeler, Pres.,
Curtiss Aerocar Company,
Opa Locke, Florida.

Dear Mr. Curtiss:

A lot of people are asking for demonstration rides in the Aerocar and I am having more than I can handle. Please rush through the Aerocar for the Nautilus as soon as possible.

I would like to have on the door of this car, in small letters,

NAUTILUS
FLAMINGO
KING COLE
LINCOLN
BOULEVARD
THE BATH CLUB
LAGORCE and BAYSHORE GOLF CLUBS

I think this lettering should be on a separate panel that can be detached so if it is decided to change the lettering it can be done without laying up the car. Also when the car is making private drives for some of our more influential guests we can turn the panel over, which would remove the idea that the car is a hotel bus. I think, however, we should rush through the name plate as a permanent fixture.

It is my intention during the season to put a uniformed attendant with the driver to assist in handling stops. He can open the door for the passengers and show them other little courtesies whenever possible.

Very truly yours,

CGF:T

CURTISS AEROCAR COMPANY OF FLORIDA
(INCORPORATED)
OPA-LOCKA, FLORIDA

Dec. 26th, 1928.

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Mr. Fisher:-

Supplementing our letter of December 18th in connection with our invoice 111 in the amount of \$1939.00 for Aerocar No. 8, and your telephone conversation with Mr. Curtiss that you thought we had not billed you enough, Mr. Curtiss thinks that perhaps you are of the opinion that the Hudson car is included in this amount.

The Hudson is one of the five supplied to us through some arrangement with the Aerocar Corporation of Detroit and which were never billed to us, and therefore we did not pass the billing on to you. The \$1939.00 is for the Aerocar only.

Wishing you a Merry Christmas and a very Happy New Year, I am,

Yours very truly,

CURTISS AEROCAR CO. OF FLORIDA, Inc.,

By 

President.

*Let Hudson
Bill*

CURTISS AEROCAR COMPANY OF FLORIDA
(INCORPORATED)
OPA-LOCKA, FLORIDA

Dec. 26th, 1928.

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Mr. Fisher:-

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Wishing you a Merry Christmas and a very Happy New Year, I am,

Yours very truly,

CURTISS AEROCAR CO. OF FLORIDA, Inc.,

By 

President.

*Let Hudson
Bill*

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

March 4th, 1929.

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Mr. Fisher:-

Mr. Curtiss has given me
for record the orders which you gave him today,
as follows:-

Mr. N. B. T. Roney.
Mr. Ehrhardt.
Mr. C. G. Fisher.

We are starting tomorrow to
lay the frames for these orders and I would like
to come over by appointment to meet with Mr. Roney
and Mr. Ehrhardt to discuss the details. We are
prepared to quote prices on the extra equipment
and of course would like to get an early order in
for the covering material and special items which
must be purchased in the north.

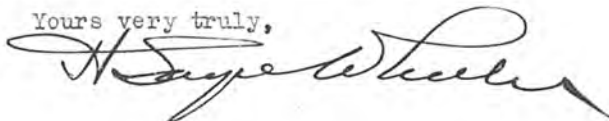
Will you have your office phone
me for these appointments at your convenience.

I understand that the car you
want for yourself is a dining car, the details of
which can best be settled with Mr. Curtiss.

Mr. Robinson is drawing up a
sketch of an observation platform car as requested
by you which we will submit in a few days.

Thanking you for these orders and
awaiting your phone call for the appointments, I am,

Yours very truly,



March 6, 1929.

Mr. Sayre Wheeler,
The Aero-car Corporation,
Opalocka, Florida.

Dear Mr. Wheeler:

Please enter order for H. H. Raymond,
Chairman of the Board of the Clyde Steamship
Company, for delivery of one Aero-car complete
with Hudson tractor, the same as the car which
I am using now at the house. The price is
\$3,650, fitted with Radio, Speedometer, clock,
thermometer, barometer; seats for eight people
arranged as I have them in my car. This
Aero-car will have toilet, gun rack and thermos
bottle rack (without the thermos bottles as
Mr. Raymond may decide to purchase his own).

I have agreed with Mr. Raymond that the
Curtiss Aero-car Company could deliver this
car by June fifteenth at his country home some
place near Boston. I will send copy of this
letter to Mr. Raymond and he will undoubtedly
reply to same telling you just where the car
is to be delivered.

Mr. Raymond is one of my old-time friends
and I want particularly to see that everything
about this car is o.k. In his own country,
Mr. Raymond is of considerable importance and
this sale will do us a great deal of good in
promoting sales of specially built Aero-cars
for touring.

Yours,

GGF:T

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

March 13th, 1929.

Mr. Carl G. Fisher,
Miami Beach, Fla.

Dear Mr. Fisher:-

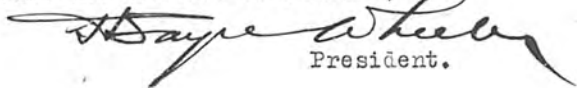
Your letter of March
5th to Mr. Curtiss has just come to me.

We are mailing an order
to day to Mr. Dumaines company at Waltham
Mass. ordering one sample speedometer and
cable.

Thank you for calling
this to our attention and we will advise
you when it is received in case you wish
to make some personal tests with it.

Yours very truly,

CURTISS AEROCAR CO. OF FLORIDA, Inc.


President.

Copy to Mr. Curtiss.

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

March 14th, 1929.

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Mr. Fisher:-

On instructions of Mr. Curtiss,
we have entered orders for an Aerocar similar
to yours for Col. Thos. Sanburn.

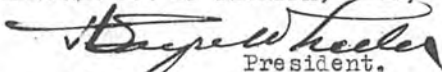
We have also started work on
Mr. H. H. Raymond's order as covered in your
letter.

We will want to get some information
as to details of leather color, wheel equipment,
car to be attached (on account of the curve of
the nose piece) and other details.

Will you let me know if you want
me to get this information or can we soon get
it from your office. The Order for Mr. Raymond
is progressing and we should know some details on
this within the next week.

Yours very truly,

CURTISS AEROCAR CO. OF FLORIDA, Inc.,


President.

Copy to Mr. Curtiss.

MEMORANDUM

FROM MR. FISHER

DATE March 16, 1929.

TO Mr. Sayre Wheeler,
Curtiss Aerocar Company.

SUBJECT

Regarding the order for Mr. Raymond:
I think if you will complete his car
along the same general color scheme
and lines as my own car it will suit
him.

CGF:T

7700000

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

March 15, 1929.

EQUIPMENT PRICE LIST, superceding all other lists.

Heinafone radio, complete with speaker	\$200.00
Bosch loud speaker, additional,	30.00
Stewart or Waltham speedometer, in rear,	37.50
Refrigerator, 25 lb. duco finish,	25.00
2 burner gasoline pressure stove,	30.00
Wash basin, copper, with reservoir & pump,	35.00
" " nickle marine, with faucett,	60.00
" " nickle marine, with pump,	75.00
Toilet, sanitary chemical type,	25.00
" marine plunger pump type,	55.00
Pullman table, duco finish, each,	12.50
Jack and tripod equipment, complete,	75.00
Speaking tube assembly complete,	27.50
Stewart Hot-Head lighters, each,	4.00
Cuno comb. lighter and ash tray, each,	7.50
180 amp. Viking storage battery and box, ea.	37.50
Lights, dome type, each,	4.50
Lights, side bracket type, each,	6.00
Waber glass rack (6 glasses) each,	7.50
Gun rack, (2 guns) each,	4.00
Water tank, gravity type, 22 gals.	20.00
" " pressure type, 22 gals.	25.00
Extra cabinet, each,	25.00
Additional single windows over standard equipment, each,	25.00
Extra for changin single to double windows, each,	12.50
Round windows at rear, each,	35.00
Window curtain rolls, nickle ends, each,	2.00
Fender mirror each,	2.00
Floor carpet,	20.00 up
Clock, Chelsea	54.00 up.
Barometer, Taylor,	13.50 up
Thermometer, Taylor,	1.00 up
Altimeter, Taylor,	35.00 up.
Chelsea comb. board, clock, barom, thermom,	85.00 up.
Built-in front seat, without cushions,	30.00
Built-in rear seat, 3 piece, without cshsions	35.00

ALL PRICES ABOVE INCLUDE INSTALLATION COMPLETE.

ORIGINAL	TO MR. FROM	DATE
NOTE—Send Original and Duplicate to Addressee. Retain Copy As Follow-Up. Addressee Should Make Reply On Original, Holding Copy As Memo.		REPLY DATE
DESPATCH COPIES TO MESSRS:	[F. U.

3/15/29

SUBJECT: Secretary to Mr. Fisher:-

I find I have given away my last printed copy and am therefore enclosing a typewritten copy I have kept in the office. When your supply comes, please return this copy for my files.

H. S.W.

—REPLY—
TO MR.

CURTISS AEROCAR COMPANY OF FLORIDA
(INCORPORATED)
OPA-LOCKA, FLORIDA

Mar. 15, 1929.

Mr. Carl G. Fisher,
Miami Beach, Florida.

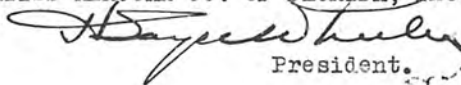
Dear Mr. Fisher:-

For your guidance, I am enclosing herewith a price list on special equipment for the Aerocar which should be added to the list price of the Aerocar itself, i.e., \$2000.00 fob. Opalocka, Florida.

I am also enclosing a price list of Hudson and Essex cars, showing list price and the delivery price at Miami, Fla.

Yours very truly,

CURTISS AEROCAR CO. OF FLORIDA, Inc.,


President.

Copy to Mr. Curtiss.

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

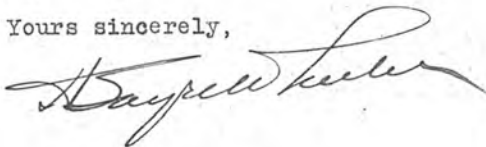
March 20th, 1929.

Mr. Carl G. Fisher,
Miami Beach, Fla.

Dear Mr. Fisher:

At a time like this it is difficult to say or do anything which will help. I know what a great loss Mr. Kohlhepp's death must be to you, and Mr. Robinson and I both extend our sympathies to you and your organization.

Yours sincerely,



HSW-M

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

March 22, 1929.

Mr. Carl Fisher,
Miami Beach, Fla.

Dear Mr. Fisher:

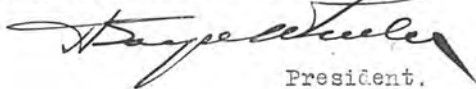
We have been in touch with Commodore Schantz, who contemplates, as you know, an airline to Miami next winter. Commodore Schantz has expressed himself as being willing to give the exclusive right to any individual or company for transportation out of his station, who will purchase and use the Curtiss Aerocar. If you know of anyone who would be willing to finance this, will you please advise me so that we may, if possible, complete this transaction.

It would be well, I think, for you to put in a good word for us with Commodore Schantz, as undoubtedly the Florida Power & Light Co. will try to utilize some of their present equipment on this contract, if they get it. We are getting in touch with the F.P. & L.Co's traffic manager to see if they are interested in such a contract providing for the exclusive use of the Aerocar. We will, of course, not tell them of our connection until we learn their disposition toward such a proposition.

Very truly yours,

CURTISS AEROCAR CO. OF FLORIDA, INC.

By



President.

H.S.W. - M

Copy to
Mr. Glenn H. Curtiss,
Country Club Estates, Fla.

March 27, 1928.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opa Looka, Florida.

Dear Mr. Wheeler:

I have yours of the 22nd.
I do not know of anybody to take
over the contract you refer to.
If I come in contact with a good
person, will be glad to refer you
to them.

Yours,

CGF:T

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

March 25th, 1929.

Mr. Glenn H. Curtiss,
Country Club Estates, Fla.

Dear Mr. Curtiss:

Reference Mr. Fisher's Aerocar #8,
I think he should consider this from our base
price of \$2,000.00, plus the extra equipment,
which is as follows:

Hudson wheels, tires & tubes,	55.00
One spare tire & tube,	21.85
Additional for 7 double windows	87.50
Jack & Tripod,	75.00
Two double & four single seats,	275.00
One extra closet,	25.00
Five extra bracket lights,	30.00
One battery & box,	37.50
	<hr/>
Total	606.85

✓
The Hudson car attached to this Aerocar,
is one furnished through Mr. Coffin, and was never
billed by us.

Very truly yours,

CURTISS AEROCAR CO. OF FLORIDA, INC.

By

W. J. [Signature]

President.

HSW-M

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

March 26th, 1929.

Gen. R. H. Tyndall,
c/o Carl G. Fisher Properties,
Miami Beach, Fla.

Dear General Tyndall:

This morning Mr. Fisher had us remove the four seats made for Aerocar #13 at the Stutz factory, and install in their place some reclining seats made by Karpen. We now have these four Stutz seats on hand, and it is possible that we may be able to sell them on another order. I will appreciate it if you will advise me what price to charge.

Very truly yours,

CURTISS AEROCAR CO. OF FLORIDA, INC.

By



President.

HSW-M

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

March 26th, 1929.

Mr. Carl G. Fisher,
Miami Beach, Fla.

Dear Mr. Fisher:

Reference the reclining chairs installed today in Aerocar #13, you will notice the the arm arrangement is not uniform. This is because we had to utilize chairs which were shipped us as samples, and in case you want this changed, we will be glad to order the correct chairs and install them upon arrival.

I have the price quotations from Karpen & Bros., on the reclining chairs as follows:

Single seats,	\$38.50
Double "	74.80
f.o.b. Michigan City.	

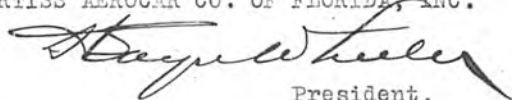
These prices are cost to us, and we are supplying them to you at these figures plus transportation charges and installation expense.

Please do not quote these prices, as we would expect to make a reasonable profit on the sale of them to anyone else.

Very truly yours,

CURTISS AEROCAR CO. OF FLORIDA, INC.

By



President.

HSW-11

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

March 27th, 1929.

Mr. Carl G. Fisher,
Miami Beach, Fla.

Dear Mr. Fisher:

The Karpen reclining seats ordered by you on the 25th, will be shipped from the Michigan City plant on April 3rd. We will advise you as soon as they arrive, so that you may let us have Aerocar #11 for their installation.

Very truly yours,

CURTISS AEROCAR CO. OF FLORIDA, INC.

MSW-M

By



President.

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

March 27, 1929.

Mr. Carl G. Fisher,
Miami Beach, Fla.

Dear Mr. Fisher:

We are enclosing herewith eight extra name plates for your Aerocars, and if you require more, we shall be very glad to furnish them.

We have numbered one plate for each car, and will ask that these numbered plates be put inside the car, for reference.

Very truly yours,

CURTISS AEROCAR CO. OF FLORIDA, INC.

By



President.

HSW-

Enc.

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

WOPA-LOCKA, FLORIDA

April 4th, 1929.

Mr. Carl G. Fisher,
Miami Beach, Fla.

Dear Mr. Fisher:

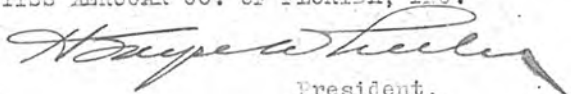
We have been advised by Karpen & Bros., there will be a ten day delay in securing the brown leather. Upon the advise of Mr. Thompson, we have instructed them to secure the brown leather and wire us for shipping instructions when ready.

Will you kindly advise us where you would like to have these shipped on or about April 15th.

Very truly yours,

CURTISS AEROCAR CO. OF FLORIDA, INC.

By



President.

HSW-11

CURTISS AEROCAR COMPANY OF FLORIDA
(INCORPORATED)
OPA-LOCKA, FLORIDA

April 12th, 1929.

Mr. Carl G. Fisher,
Miami Beach, Fla.

Dear Mr. Fisher:

Will you advise us if you wish
us to secure Hudson Coupes for the orders now
in process for Col. Sandburn, Mr. Roney and
Mr. Erhardt.

Very truly yours,

CURTISS AEROCAR CO. OF FLORIDA, INC.

HSW-11

By

Hayden

President.

April 17, 1929.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opalocka, Florida.

Dear Mr. Wheeler:

Replying to your letter
of April 12th to Mr. Fisher:

Mr. Ehrhart does not want
a Hudson Power Car with his Aerocar.

Mr. Roney will want a
Hudson Power Car. Mr. Roney will
be over to see you soon regarding
the details of his Aerocar.

Your letter of March 15th
giving a list of prices states that
you were enclosing a price list of
Hudson cars. This list was not in-
cluded and I would like to have it
for reference.

Very truly yours,

T

Secretary to Mr. Fisher.

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

April 19th, 1929.

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Mr. Fisher:-

In accordance with your verbal instructions yesterday, we are entering order for one Model 60-NO observation Aerocar for you.

As you contemplate using this on your present Hudson we will finish the outside in red leather, and will assume that a brown tone, rather bright and cheerful shade, will be satisfactory for the interior. OK

We will furnish Karpen reclining chairs, in brown leather to harmonize with the interior trim. OK

Will you check the following list of equipment so that we may know your wishes:-

Radio
Speedometer
Cigar lighters.
Battery
Window curtains
Clock,
Mirror

Extra lights
Thermos bottles.
Speaking tube.
Built-in day bed at front.
Table
Barometer
Screens.

Will you advise us on this as soon as possible, at the same time returning the sketch of the observation end which we sent you.

This car will not have a partition, but we could build cabinets over each wheel housing if you wish.

Yours very truly,

CURTISS AEROCAR CO. OF FLORIDA, Inc.,

Hayward
President.

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

April 20th, 1929.

Mr. Carl G. Fisher,
Miami Beach, Fla.

Dear Mr. Fisher:-

I have your letter of the 17th advising that Mr. Ehrhart will furnish his own power car. It will be advisable for us to know what car he intends using and also for us to know what color exterior he will require to harmonize with his car.

Your letter also states that Mr. Roney will want a Hudson coupe, but from your conversation yesterday, I understand that Mr. Roney will not be in a hurry for his car and it is not one of those to be completed for the New York-Indianapolis run.

You did not mention Col. Sanburn's car, whether he will want a Hudson, or will furnish his own, its color, etc.

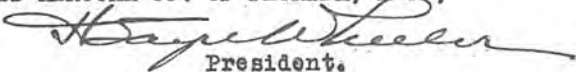
I will be glad to call on these people to get the details if you wish me to but you have previously advised me not to do this.

We have ordered Mr. Raymond's car, (with leather upholstery in the Hudson) and are proceeding with his order. This is the only one of the above orders we have specific instructions on.

As we are endeavoring to get these cars ready for your special trip we will appreciate having full information at the earliest possible date.

Yours very truly,

CURTISS AEROCAR CO. OF FLORIDA, Inc.,


President.

April 25, 1929.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opa Locka, Florida.

Dear Mr. Wheeler:

On Mr. Raymond's order: The rear door leading to the toilet room should be a little wider if you can make it so, and also more room to get to the toilet. You have a partition now leading part way to the front which is unnecessary. Mr. Raymond weighs about 235 pounds.

Mr. Raymond will be ready for delivery of his car on time if you can get it through for him. I am glad you have ordered leather upholstery in the Hudson coupe as it is much better than cloth and does not soil so easily. I am sure Mr. Raymond will appreciate the new seats that are adjustable. If you will set them out in the same manner you have set out in Mrs. Fisher's Stutz coupe, it will be just what he wants.

Include the Radio and clocks. He will not need a speedometer in the rear car. It is possible Mr. Raymond might want this car delivered to him in New York and drive north with it to his camp. If necessary, the car could be left at Port Washington for a few days to allow Mr. Raymond to inspect it in New York and make up his mind whether he wants to make some tours in and around New York. I will get in touch with Mr. Raymond when I get north.

Very truly yours,

CGF:T

April 23, 1929.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opa Locka, Florida.

Dear Mr. Wheeler:

Replying to yours of the 19th:
I will be over to see you right away
regarding the observation car. Of
course, this car must have a toilet
and this can be forward of the ob-
servation platform on one side or the
other.

Also I think large closets can be
eliminated and very much smaller re-
ceptacles can be arranged for holding
thermose bottles, lunch, etc.

Very truly yours,

CGF:T

7424 Melville Avenue



Aerocar Company of Detroit

DETROIT, MICHIGAN

May 10, 1929

Mr. Carl G. Fisher,
Miami Beach,
Florida.

My dear Mr. Fisher:

We are sending you, under separate cover, a catalog of the "Aerocar", the product of the Aerocar Company of Detroit. There is depicted in this catalog a few of the many uses it can be put to, and there are so many more it would be impossible to send this catalog out by mail if we mentioned them all. We believe, however, this will give us a pretty fair start, and we are looking forward to a nice business on this product.

We would like to have your comments as to what you think of this catalog.

Yours very truly,

A handwritten signature in dark ink, appearing to read "W. E. ...", is written over the typed name "President".

President

BFE:HF

Montauk

May 16, 1929.

Mr. B. F. Everitt, Pres.,
Aerocar Company of Detroit,
Detroit, Michigan.

Dear Barney:

I have yours of the 10th.
The catalog is fine. I think a
little more description about the
hook-up to the cars would help
people get some information that
would save a lot of letter writing.

I wish you would send
me a bundle of these as we have
continuous enquiries for them.

Yours,

OGF:T

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

May 17th, 1929.

Mr. Carl G. Fisher,
Port Washington, N. Y.

Dear Mr. Fisher:-

Your observation car is coming along fine and should be ready for delivery in another week.


It is our understanding that you did not want us to furnish a power car, but that you would probably use the Hudson now attached to No. 11 Aerocar. In this case, you will probably not require the pneumatic coupler unit with this car. Please advise us on this.

The seats ordered for No. 11 from Karpen were shipped by them May 16th from Michigan City, Indiana, direct to Port Washington.

The order for chairs for the observation car they have just advised us will not be shipped until June 1st. I suggest that you do not install the chairs in No. 11, but hold them for the new car (No. 122) and make the complete installation of all new chairs when the second order arrives about June 5th.

The order of chairs for June 1st shipment is held for shipping instructions and with this shipping date in mind, will you advise us where we should order them shipped.

Yours very truly,



May 21, 1929.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opalocka, Florida.

Dear Mr. Wheeler:

I have yours of the 17th. It was my idea to have the Observation Car complete and delivered here with a Hudson Power Car so that we could drive it through to the Indianapolis Speedway Race on May 30th. Mr. Coffin, Mr. Chapin and I agree this would be a great place to show these cars. The Aerocar would be worth nothing to us if delivered to us without pneumatic coupler and all complete. This car is strange to us and we have no place to have the work done now except at Port Washington and they are very busy with their boats. My idea in the matter is to complete the cars quickly and send them on here with a driver to join in the parade through to Indianapolis, pick up Curtiss and the boys from Baltimore. I can drive through with the Stutz but I am not particularly anxious to go out on this job unless the other people show enough interest to join in and pay some of the expenses.

The new chairs which we got from Karpen make the Aerocar one hundred per cent more efficient and more saleable.

I have had the Stutz practically rebuilt. The doors sagged, the windows leaked like a sieve the toilet rattled, and several other minor things were wrong. These I have had gone over and now the car is very presentable and also very quiet.

I have not heard from Glenn for several days. It looks like it would be best to have chairs for the observation car sent on here or you will have to have them sent to you by express. You can plainly see, Wheeler, that under the conditions the Observation Car is worthless to me if I have to

Mr. H. Sayre Wheeler,
May 21, 1929
Page 2.

start in to rebuild the chairs and rebuild the connection to the other car. I would probably wind up two or three days after the races are over. It will be necessary to start from here for Indianapolis at least two days before the thirtieth and we should be there on the 29th with the cars. I don't know of anything more I can say to help the situation out but there is no use rushing the car up here without seats and coupling as it will only be in the way until I can get it completed.

Let me hear from you quickly.

Yours,

CGF:T

Copy to Mr. Curtiss.



Aerocar Company of Detroit

DETROIT, MICHIGAN

May 20, 1929.

Mr. Carl G. Fisher,
Montauk, Long Island,
New York.

Dear Mr. Fisher:

Your letter of the 16th directed to Mr. Everitt has been referred to this office.

We note your criticism in reference to lack of information in our catalogue regarding the necessary procedure for hook up to power car. For your information wish to say that we decided not to go into a technical analysis of this operation in a catalogue, which was going to be used for retail stimulation. We prefer to discuss that matter with the distributor and dealer outlets and allow the service department to handle the situation with them.

At your request we are mailing you under separate cover twenty catalogues by parcel post.

We wish to thank you for your splendid co-operation and assure you of our appreciation for your interest.

Trusting that you will not fail to call on us at any time that we may be of service to you, we are, with the kindest personal regards from Mr. Everitt,

RL:M

Yours very truly,

AEROCAR COMPANY OF DETROIT.

Richard Little
General Sales Manager

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

MAY 21, 1929.

H. S. WHEELER. CURTISS AEROCAR COMPANY OPALOCKA FLA.

YOUR LETTER SEVENTEENTH MR. FISHER IS WRITING YOU TODAY
 THAT HE IS COUNTING ON OBSERVATION CAR JOINING PARADE
 TO INDIANAPOLIS RACES MAY THIRTIETH CAR SHOULD BE
 COMPLETE WITH CHAIRS HUDSON POWER UNIT AND PNEUMATIC
 COUPLER

WALTER E. THOMPSON

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed between the sender of the message and this company as follows:

1. The company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure messages.

2. In any event the company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the sum of five thousand dollars, at which amount each message is deemed to be valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one percent of the amount by which such valuation shall exceed five thousand dollars.

3. The company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

4. Domestic messages and incoming cable messages will be delivered free within one-half mile of the company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the company's messengers, he acts for that purpose as the agent of the sender.

6. The company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the company for transmission.

7. It is agreed that in any action by the company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.

8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.

9. No employee of the company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED

NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2:00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressee, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such night messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard night letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special Day Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

a. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

b. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely, and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

NIGHT LETTERS

Accepted up to 2:00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The stand-

ard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rates for this special Night Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

Night Letters may at the option of the Telegraph Company be mailed at destination to the addressee, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

No employee of the Company is authorized to vary the foregoing.

FULL RATE CABLES

An expedited service throughout. Code language permitted.

DEFERRED HALF-RATE CABLES

Half-rate messages are subject to being deferred in favor of full rate messages for not exceeding 24 hours. Must be in language of country of origin or of destination, or in French. This class of service is in effect with most European countries and with various other countries throughout the world. Full particulars supplied on application at any Western Union Office.

CABLE LETTERS

For plain-language communications. The language of the country of destination may be employed, if the Cable Letter service is in operation to that country. Subject to delivery at the convenience of the Company within 24 hours if telegraphic delivery is selected. Delivery by mail beyond London will be made if a full mailing address is given and the words "Post London" are written after the destination. Rate is approximately one-third of the full rate; minimum 20 words.

WEEK-END LETTERS

Similar to Cable Letters except that they are accepted up to midnight Saturday for delivery Monday morning, if telegraphic delivery is selected. Rate is approximately one-quarter of the full rate; minimum 20 words.

May 21, 1929.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opa Locka, Florida.

Dear Mr. Wheeler:

We are now settled at
Montauk for the summer so please
address mail here.

Will you please send
me about fifty of your Aerocar
folders for advertising here?
We will use them to good advan-
tage.

Best wishes.

Sincerely yours,

T

May 23, 1929.

Mr. B. F. Everitt,
Detroit Aero-car Company,
7424 Melville Avenue,
Detroit, Michigan.

Dear Barney:

I have a wire this morning from Glenn Curtiss that the Observation Car he is building for me in Miami will be rushed through to Indianapolis as there is not time to get it to New York. I will drive through from here, probably in the Stutz. Our other three cars here are in service at the hotel and one is being repaired.

I imagine you have had a talk with Roy Chapin and that you will probably have two or three cars from Detroit at Indianapolis. It is going to be a great place to show about a hundred thousand people this new type of road transportation, and we know from past experience that everybody who comes to the Speedway is more or less interested in transportation.

I thought it would be a good idea if you had some salesmen with you to at least pass out some literature as there will no doubt be a big demand for same. I don't think any demonstration can be arranged for on the tracks because the track is full of soldiers, bands, etc., as you know, right up to the time of the race, and I don't like to personally suggest such a thing to Eddie Rickenbacker as the management in the past have always staid away from any advertising stunt and I believe just as much good can be done in the center of the field where a lot of people can get around the cars and look them over.

Hope to see you there.

Yours,

GGF:T

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

May 24th, 1929.

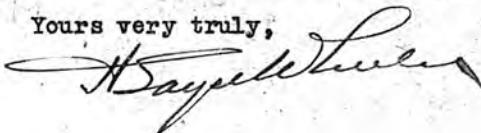
Mr. Walter E. Thompson,
c/o Mr. Carl G. Fisher,
Montauk, Long Island, N. Y.

Dear Mr. Thompson:


Your letter of the 21st
received and I am glad to know where to
locate you.

We are having a new book-
let printed and within another two weeks will
be able to give you a supply of them. We are
practically out of the old book, and as the
new one will be infinitely more comprehensive
I hope it will be convenient for you to wait
on the new supply. Best regards from the Tropics.

Yours very truly,



*I am sending this straight mail
and at the same time sending a letter
by air mail to Mr. Fisher. I would be
interested in knowing the time of arrival
of the two letters.*



MEMORANDUM

FROM MR. FISHER: ^s Office.

DATE June 6, 1929

TO Mr. H. Sayre Wheeler.

SUBJECT

Dear Mr. Wheeler:

The two letters arrived in the same mail. I have tried to compare the regular and Air mail before and with the same result.

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

May 24th, 1929.

Mr. Carl G. Fisher,
Montauk, Long Island, N. Y.

Dear Mr. Fisher:-

Your letter of May 21st received this morning. Air mail does not seem to be any faster than regular mail.

Your car will be completed by tomorrow afternoon and arrangements are being made by Mr. Adams to have it in Indianapolis on May 29th, complete. I have wired you to this effect today.

We had some difficulty in getting the curged glass required for the rear compartment, and although your shipment has not arrived we were able to us another shipment which was on hand for Mr. Graham's job. The seats will be installed and I hope the car will be as complete as any you have.

It is a mighty fine thing for you to arrange this Aerocar "Train" to the Races and out of it I am sure we will get some nice orders.

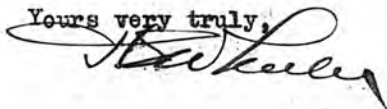
Mr. Curtiss is planning on being there with you. I think he leaves here Saturday, the 25th, stopping off at Brighton.

We have the new Hudson practically ready and will have it well run in for this trip before starting.

We have been receiving a number of orders which will keep us busy for the next four weeks or more. Dont hesitate to send in any you get your hands on. We'll make the grade someway for you, anytime.

Kindest regards.

Yours very truly,



CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter

NM = Night Message

NL = Night Letter

LCO = Deferred Cable

CLT = Cable Letter

WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at MONTAUK MANOR, MONTAUK BEACH, N.Y. MAY 24 1929

28 n c 10

Miami Fla 3:00 Pm.

Carl G. Fisher
Montauk Point ny.

Aero car will be at Indianapolis
ready for us May thirtieth

H. S. Wheeler

520 pm.

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

May 29th, 1929.

Mr. Carl G. Fisher,
Montauk, Long Island, N. Y.

Dear Mr. Fisher:-

During Mr. Curtiss' last trip to New York he wired us to hold up work on the Aerocar for Mr. Ehrart. We did so but are now wondering if we cannot go ahead with it again.

The car is pretty far advanced, all leather materials are on hand, and we could get it out in short order,

We ought to know what power car is to be used so that we can be sure of the angle of the nose.

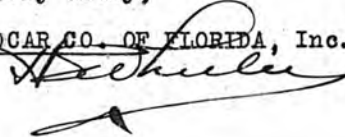
If there any other details you want to mention, please list them in your reply.

I hope there will be nothing to interfere with completing this job and we will look forward to having your "go-ahead" soon after your return from the Races.

With best regards, I am,

Yours very truly,

CURTISS AEROCAR CO. OF FLORIDA, Inc.,



*Did you ever think
would like for chest
be sent out here?
mcf*

Mentauk

June 4, 1929.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opaloka, Florida.

Dear Mr. Wheeler:

Replying to yours of the 29th:
I have not had any further talk with
Mr. Ehrhart and he has not mentioned
the Aerocar to me since that day. I
think he might have been over optimis-
tic. At any rate, I would just cancel
the order as far as Ehrhart is concern-
ed and we will sell the car to somebody
else.

I think the best looking job you
ever turned out is the Observation Car.
At least, it looks best to me. I am
in hopes to deliver one of these cars
to Mr. Arthur Brisbane this week, and
if so I believe his sale will lead to
one or two others which will probably
be wanted as duplicates of mine. If
so, I will advise you.

Yours,

VGF:T
C

Montauk

June 4, 1929.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opa Locka, Florida.

My dear Wheeler:

Colonel Eugenio Silva is one of the most hard working, conscientious, smart men in Cuba. He lost a fortune in the sugar disasters and had to start all over again working for the Government. He has been a general in the Cuban army, a big builder, and a politician in Cuba. He is a polo player, a fine athlete and a fine man to know. If you are going to do anything in Cuba, you cannot do better than use Silva. I think it would be worth while for you to go over in Cuba soon with an Aerocar. If you are going to make arrangements with Carl Adams, Adams will, of course, want to make a connection with some company capable of building the cars properly. I don't think it would be good business for the Curtiss Company or Adams to get into the actual manufacturing of Aerocars in Cuba.

I wish you would write Silva and send him a catalog and let him send you some samples of wood. They have perfectly wonderful woods in Cuba that may be high priced on account of duty but they have woods that are tremendously strong and very beautiful.

Yours,

CGF:T

CURTISS AEROCAR COMPANY OF FLORIDA

(INCORPORATED)

OPA-LOCKA, FLORIDA

June 5th, 1929.

Mr. Carl G. Fisher,
Montauk, Long Island, N. Y.

Dear Mr. Fisher:-

Mr. Raymond's car is now complete and will go to New York over the Clyde Line leaving here next Tuesday, the 11th, arriving in New York, Friday, the 14th. . I hope that you will arrange with Mr. Raymond so that you can see the car as we think it is a very fine one and one you will appreciate.

Yours very truly,

H. Wheeler

↓

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

June 8th, 1929.

Mr. Carl G. Fisher,
Montauk Point, L. I.

Dear Mr. Fisher:-

I am enclosing herewith
Title Certificate No. 684612 to the Hudson
coupe delivered with your Aerocar No. 122,
same having been assigned in the prescribed form.

Metal disc is also enclosed.

Yours very truly,

CURTISS AEROCAR CO. OF FLORIDA, Inc.,



CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

June 8th, 1929.

Mr. Carl G. Fisher,
Montauk Point, N. Y.

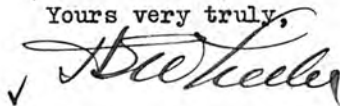
Dear Mr. Fisher:-

I have your letter of June 4th definitely cancelling the order for Mr. Ehrhart. I hope that you will succeed in getting us another order as we have the seats, leather materials and all equipment ready and partially installed in this job.

The seats are the Karpen reclining type in gray leather, and the interior lining is to be a very attractive gray. Perhaps your next customer will favor this combination which will relieve us of this investment.

I am delighted that you like the observation car. I know you will also like the car just completed for Mr. Raymond. With your good help we have been trying to improve the finish and give you what you want.

Yours very truly,

A handwritten signature in cursive script, appearing to read "Bill Heeler". There is a small checkmark to the left of the signature.

Montauk

June 12, 1929.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opalocka, Florida.

My dear Wheeler:

Thanks for yours of the eighth. I will certainly be able to locate buyers for you very soon for the car with the gray leather. I have a couple good prospects now. Let me know what price this car will be complete with delivery in New York.

I hoped to deliver one of my cars to Mr. Brisbane this week but after he got out to his house he found it would be necessary to build a new garage to take care of it, so the sale is held up, at least temporarily.

Yours,

CGF:T

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

June 10th, 1929.

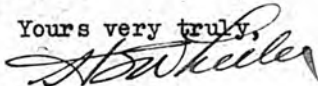
Dear Mr. Fisher:-

Your letter of the 4th regarding Col. Silva, received this morning.

It just happens that our representative is in Cuba and has an appointment with Col. Silva today. Mr. Adams is handling this end of the Cuba situation and will write you direct of any developments of interest.

Thank you for your recommendation and help.

Yours very truly,



CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

June 13th, 1929.

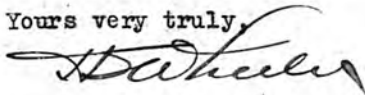
Mr. Carl G. Fisher,
Montauk Point, New York.

Dear Mr. Fisher:-

I am enclosing herewith
a Book of Instructions on the "Transitone"
radio equipment which you have installed
in three of your Aerocars.

We acknowledge receipt
of check in this morning's mail for our
invoices covering Aerocar No. 122. Thank
you very much.

Yours very truly,



~~SECRET~~
Montauk

June 14, 1929.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opalocka, Florida.

Dear Mr. Wheeler:

Should this transfer
of title be filled out in Mr.
Fisher's name? I thought this
might be an oversight.

Very truly yours,

T

Montauk

June 17, 1929.

Mr. H. Sayre Wheeler,
Curtiss Aero-car Company,
Opalocka, Florida.

My dear Wheeler:

I just have a report from my driver regarding Aero-car No. 122.

The curved windows in the rear are stationary, which makes the rear seats half impractical. It was my understanding with you when we talked of building this car that these windows were to be moveable so that the entire rear part of the car could be open.

There is no jack for uncoupling the car and there is no tripod to hold the car when uncoupled. These are two very necessary articles, it seems to me and should be sent out with the cars. My driver tells me that the car sets too low to have a tripod underneath.

You also sent this car out without any leather extensions on the fenders. As a result, we were forced to abandon a trip over a new road yesterday on account of the rocks that were beating into the car to such an extent that it was very disagreeable.

The toilet in this Aero-car is one of the old style outfits that is noisy and impossible to consider in high grade equipment. You can get a very good porcelain non-rattling substantial toilet for sixteen dollars each which will make a big difference in this section of the car.

Montauk

Mr. H. Sayre Wheeler,
June 17, 1939.
Page 2.

Regardless of our understanding on the opening under the seat, you have filled up this opening and it is now necessary for me, in order to enjoy the front seats of the car, to take the car to the shop and have the front seat rebuilt. Since this is the third time you have entirely ignored any instructions which I have given in the factory, I am naturally very much annoyed that it is necessary for me to rebuild these cars constantly. What good does it do for me to come to your factory and make notes with you regarding these small items, only to have the memoranda disregarded and have to do the work all over again? If you would only take the time to sit in the front seat of this car and try to put your feet any place except on the front seat cushion, you would easily see how inconvenient it is for one and how much more practical it is to be able to put your feet forward on a sloping platform.

Why you send out a car without the leather flaps on the rear wheels of the Power Car, I cannot understand. You are bound to meet certain conditions where it is disagreeable to the occupants of the Aerocar on account of the lack of these flaps. It certainly is not any great expense but it is more or less trouble to your buyer.

It may be interesting to you to know that Mr. Brisbane, after trying the Aerocar the other day, decided he did not want to purchase, on the advice of some of his assistants who pointed out to him that it was dangerous for his children to ride in same, principally on account of the fact that the car was not equipped with non-breakable glass. He also had the general idea that the car was too light to be safe for his children so he will purchase a bus. I am very sorry to

Mr. H. Sayre Wheeler,
June 17, 1929,
Page 2.

lose Mr. Brisbane as I considered a sale to him would have been one of the most important sales in the United States. I don't believe you should ship out another car that has anything but non-shattering glass.

If you are getting out any tripods or any uncoupling apparatus, I wish you would send them on to me for these cars I have on hand.

Very truly yours,

CGF:T

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

June 18th, 1929.

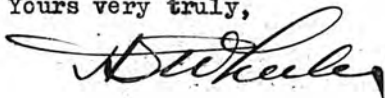
Mr. Walter E. Thompson, Secy.,
c/o Carl G. Fisher,
Montauk Point, Long Island, N. Y.

Dear Mr. Thompson:-

I am returning here-
with properly executed transfer of title
to Hudson coupe No. 561399.

Thanking you for call-
ing this to our attention, and with best
regards, I am,

Yours very truly,



June 22, 1929.

Mr. Richard Letts,
General Sales Manager,
Aerocar Company of Detroit.

Dear Mr. Letts:

Mr. Fisher has not yet received the new Aerocar catalogs which you wrote on May 20th had been mailed to him. I am making enquiry here to see if they might have been delivered to the wrong department.

Very truly yours,

Secretary to Mr. Fisher.

T

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

June 22nd, 1929.

Mr. Carl G. Fisher,
Montauk Point, L. I.

Dear Mr. Fisher:-

Your letter of June 17th
received.

We are building up a jack
and tripod equipment which we will express to
you on Wednesday, June 26th. This is not always
wanted and as you did not have one for No. 11,
and no special mention was made of it, we did
not include it. We had to design a new equipment
of the lower cars so the driver will not need to
worry about this feature.

It has not been general
practice to fit leather flaps to the fenders. I
did not know that your roads at Montauk are gravel
or we would certainly have included them. Mr.
Curtiss does not favor them as standard equipment
for every car as conditions vary.

About the foot room under
the front seat. I wish you would send us a bill
for the extra expense you are put to in making this
the way you want it.

About Mr. Brisbane. You know
that the non-breakable glass may be had in any
car if wanted but is not standard. We cannot add
such expensive items as standard unless the selling
price is affected. We naturally desire to keep
the standard list as low as possible, making such
items as safety glass an extra. Whether the Aerocar
is too light for safety could best be answered by
you. Its light construction is one of its features.
I, too, am sorry Mr. Brisbane did not decide in favor
of an Aerocar but there must have been a further
prejudice than the two items mentioned to affect a
man of Mr. Brisbane's intelligence. His respect for
your judgment in buying as many as you have must have
carried some weight. I cannot help but feel that there
is some other reasons which we do not understand.

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

June 22nd, 1929.

Mr. Fisher.

-2-

6/22/29

Referring to the last paragraph in your letter about having tripods made for the other cars owned by you.

I believe that No. 8 is already equipped. Will you have Dave advise us through your office if you want them for

No. 3, No. 11, and No. 13.

I am glad the new car rides well. It has a new make of spring as well as tire and it is good to know that the change is for the better.

With kind regards, I'am,

Yours very truly,



Montauk

June 27, 1929.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opa Leeka, Florida.

My dear Wheeler:

I have yours of the 22nd. I don't agree with Glenn regarding the leather flaps on the power car. I think you should certainly put them on every car, as there always come times when you either get into newly oiled roads or gravel roads. Fifteen minutes over a newly oiled road recently took us three days to get the oil off the Aerocar. This could have been saved easily, or at least a big part of it could have been saved.

Now, you don't often get Glenn on the wrong side of an argument, but I know I have got him on this one; and it is such a small item that even if I am two per cent wrong you had better put on these flaps.

One of Mr. Brisbane's particular terrors was that he did not have any garage to hold this car, also he was afraid of it. I did not have much of a chance to argue with him but he is going to come out here every Saturday and Sunday for the rest of the season, and before he gets through with his season I am going to either sell him an Aerocar or push him in the lake and drown him. He is a great old man and I love him. He is interested in a wonderful list of subjects and so I am going to take special pride in knocking him off for an Aerocar.

Just finished a 400 mile ride in the new Aerocar. It is a peach, rides better than any other car we have had.

Yours,

CGF:T

Copy to Mr. Curtiss.



Aerocar Company of Detroit

DETROIT, MICHIGAN

June 25, 1929.

Mr. Carl G. Fisher,
Montauk, Long Island, N.Y.

Dear Mr. Fisher:

Your letter of June 22nd has been referred to our attention and we find on checking up that we are very short of catalogues. However, an additional supply will be delivered to us in a few days.

In the interim we are expressing you one hundred catalogues and when the new supply is ready, giving detailed dimensions, measurements and complete specifications, we will forward you an additional supply at once.

Thanking you very much for this splendid co-operation, we are with the kindest regards from Mr. Everitt and myself,

RL:M

Yours very truly,

AEROCAR COMPANY OF DETROIT

Richard D. Little
General Sales Manager

Montauk

July 1, 1929.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opalocka, Florida.

Dear Mr. Wheeler:

Please find enclosed duplicate of bill from Purdy Boat Company for miscellaneous repairs and extra supplies put into the three different Aerocars I have here. It was necessary to make a lot of smaller changes in seat fastenings, also seat springs, seat coverings, new hinges, fixing windows to stop leaks, changing window fastenings, etc. A part of these repairs were brakes, a part of the repairs are not a company bill. However, it would be a big job to go back over the books of the Purdy Boat Co. and get these amounts segregated to show which was which. Practically all of these minor defects occurred in the first cars and have been corrected and I find nothing whatever to do with the last car delivered to make it quite perfect.

I think it would be a very fair adjustment of this bill of the Purdy Boat Works for me to pay half and the Aerocar Company to pay the other half. I have sent my check in full to the Purdy Boat Works and am enclosing here with copy of their bill and if you will remit me a check for half the bill we will call it square.

I sold the two Aerocars this morning to the garage operator here, for \$4,400. complete, taking a very substantial loss on the cars, but it is a good thing to have them in the hands of a bus operator. He wants your agency from Hammondsport. A few sales can possibly be picked up out here but it is necessary to have these cars sold by some local agent. There is really going to be quite a lot of work to answer questions only about the cars.

Inasmuch as quite a little of this work

Mr. H. Sayre Wheeler,
July 1, 1929,
Page 2.

represented on this bill is more or less experimental, I think the home office ought to stand this bill. In addition to these expenses, I have had a good many other expenses but I am considering them personal. I have on hand a lot of miscellaneous toilet tubs, radio dials, hinges, etc., that will never be used so I think this is the easiest way to settle this matter.

Yours,

GGF:T

A handwritten signature in cursive script, appearing to read "G. G. F.", with a horizontal line underneath the name.

Copy to Mr. Curtiss.

Montauk

July 1, 1929.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opalocka, Florida.

Dear Mr. Wheeler:

Please find enclosed duplicate of bill from Purdy Boat Company for miscellaneous repairs and extra supplies put into the three different Aerocars I have here. It was necessary to make a lot of smaller changes in seat fastenings, also seat springs, seat coverings, new hinges, fixing windows to stop leaks, changing window fastenings, etc. A part of these repairs were brakes, a part of the repairs are not a company bill. However, it would be a big job to go back over the books of the Purdy Boat Co. and get these amounts segregated to show which was which. Practically all of these minor defects occurred in the first cars and have been corrected and I find nothing whatever to do with the last car delivered to make it quite perfect.

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I sold the two Aerocars this morning to the garage operator here, for \$4,400. complete, taking a very substantial loss on the cars, but it is a good thing to have them in the hands of a bus operator. He wants your agency from Hammondport. A few sales can possibly be picked up out here but it is necessary to have these cars sold by some local agent. There is really going to be quite a lot of work to answer questions only about the cars.

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Mr. H. Sayre Wheeler,
July 1, 1929,
Page 2.

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Yours,

CGF:T

Copy to Mr. Curtiss.

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

July 1st, 1929.

Mr. Carl G. Fisher,
Montauk Point, Long Island, N. Y.

Dear Mr. Fisher:-

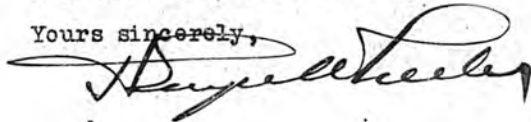
Your letter of June 27th received. I am sending a copy to Mr. Curtiss and I hope that while he is in the North you will have an opportunity to discuss the Curtiss Aerocar and its improvements as a result of your experience.

I just feel sorry for Mr. Brisbane. If you have started out to seal him an Aerocar, I will be looking for the order very soon.

We are expressing you a jack and tripod unit for your new car No. 122 today. I am waiting for your reply to my letter advising what other cars you want this equipment for.

With kindest regards, I am,

Yours sincerely,



CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

July 5th, 1929.

Mr. Carl G. Fisher,
Montauk Point, Long Island, N. Y.

Dear Mr. Fisher:-

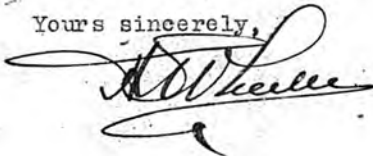
You will be interested to know that we produced five custom jobs last month and will get out seven this month.

When we have done this, we will, as we now see, it, require more orders and I wonder if you have any in mind to take the place of the Ehrhart and Ronsey jobs which were cancelled?

Just before you left you gave a verbal order for two cars, one for the Nautilus and one for the King Cole for next Fall. If you still contemplate having these we would be glad to have the orders at this time so that we can be working on them.

Thank you for your continued interest and help.

Yours sincerely,



CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

July 5th, 1929.

Mr. Carl G. Fisher,
Montauk Point, Long Island, N. Y.

Dear Mr. Fisher:-

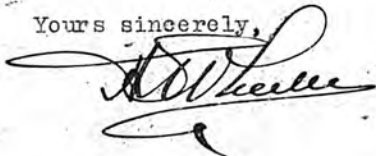
You will be interested to know that we produced five custom jobs last month and will get out seven this month.

When we have done this, we will, as we now see, it, require more orders and I wonder if you have any in mind to take the place of the Ehrhart and Ronsey jobs which were cancelled?

Just before you left you gave a verbal order for two cars, one for the Nautilus and one for the King Cole for next Fall. If you still contemplate having these we would be glad to have the orders at this time so that we can be working on them.

Thank you for your continued interest and help.

Yours sincerely,



Montauk

July 9, 1929.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opalocka, Florida.

Dear Mr. Wheeler:

I have yours of the 5th. We will want a car for the Nautilus and one for the Flamingo but will not want delivery before December first. I would like to see, however, that these jobs come through as ordered as regards color and other specifications. I think we should pay more attention to seeing that the Power Car matches the Aerocar in color.

There is much to be done yet in the way of hardware, although the last job delivered to me is much the best job I have had.

For no apparent reason, the glass in the rear door has cracked. I think possibly this glass was fitted too tight or there is some unusual twist or strain on the rear door. We have not been able to decide just what is the matter.

You should put strap hangers in all your cars. I don't know why somebody has not had a serious accident up to this time, but I am getting these hangers for both my cars and the ones at the hotel.

I think you will get an order for a car from Mr. Roney; in fact, he is considering several cars but just now I think he is trying to clean up his accounts and not invest in transportation until it is actually necessary. When would you want orders for December delivery?

Yours,

CGF:F

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

July 8th, 1929.

Mr. Carl G. Fisher,
Montauk Point, Long Island, N. Y.

Dear Mr. Fisher:-

We shipped you by express yesterday a two-piece cover for the fifth wheel of your Aerocar No. 122. This trims up the appearance of the fifth wheel unit and we are including them now on all cars. Screws and washers are included to complete the installation.

Yours very truly

H. Wheeler
Down

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

July 12th, 1929.

Mr. Carl G. Fisher,
Montauk Point, Long Island, N. Y.

Dear Mr. Fisher:-

Replying to your letter of the 9th, I think that if you have had an opportunity to see Mr. Raymond's car you will be pleased with the result of harmonizing the car color with the leather. We can do this every time if we have sufficient time to work it out. I know we can do it for you satisfactorily on the Nautilus and Flamingo cars if you find it convenient to place the orders in full detail so that we will not be rushed to make delivery. To make delivery December 1st, without having to rush the job, working it along with others, it would be plenty of time if we could have your specifications about October first. I say this for if you decide to use Hudson car with leather upholstery we have to plan of five to six weeks delivery from factory, because of the special order for leather.

I wish you would send us a photograph; a snap shot will do, showing your installation of the strap hangers so that we may know exactly your requirements.

I think we are improving in our hardware, too. Mr. Robinson was able to get around in Detroit and find several items which we needed but did not know just where to find. I am sure you will appreciate these improvements in the next model you get.

If Mr. Roney contemplates a car or more, in addition to those you will want, I hope you can push the orders along to us as early as you can determine your requirements so that we will not be crowded for time when hotel opening time arrives.

With best regards from us all, I am,

Yours very truly,

LICENSED BY THE AEROCAR CORPORATION

Montauk

July 16, 1929.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opalocka, Florida.

My dear Wheeler:

Roney was out here last week and I think he wants to buy a couple Aerocars but, naturally, he does not want to put out money until he is compelled to do so. If you would write Roney and tell him you will have two Aerocars ready for him by December first and ask him to send you a check for, say, half the amount, and the balance on delivery, I think you may get his order.

I have sent for some strap hangers and I will send you one and you can put it up yourself in the car and get an idea of what it means. The main thing I think you should do is go out and ride in these cars over rough roads and around corners, and by the time you have had your head knocked going around corners you will appreciate what the strap hangers mean.

These really small details after all are the big details in this job.

Yours,

CGF:T

Montauk .

July 29, 1929.

Curtiss Aerocar Company,
Hammondsport, New York.

Gentlemen:

Please tell me how you are getting on with the overhauling of Aerocar. I have a couple of friends I want to try to sell this Aerocar to but I don't want to talk to them before I know the car is thoroughly overhauled and in good shape. These two men are mechanically inclined and either one of them would do us a lot of good.

Very truly yours,

CGF:T

CURTISS AEROCAR CO.

(HAMMONDSPORT BRANCH)

HAMMONDSPORT, N. Y.

July 31st, 1929.

Mr. Carl Fisher,
Montauk Point,
Long Island, N. Y.

Attention of Mr. W. E. Thompson.

Dear Sir:

In reference to the overhauling of the Aerocar we have new outside covering ordered which will be put on as soon as it arrives.

We have had no instructions from you as to what was to be done with this car. Mr. Curtiss advised us to recover the outside to make it up to date in outside appearance and finish. If there is any further work to be done on the interior we will be very glad to do it upon receipt of instructions.

Yours truly,

Curtiss Aerocar Co.,

Henry Kleckler



Aerocar Company of Detroit

DETROIT, MICHIGAN

August 5, 1929.

Mr. Carl G. Fischer,
Montauk Point,
Long Island.


Dear Mr. Fischer:

This is to advise you that the Hudson Motor Car Co. of New York have been appointed distributors for the Aerocar and will represent us as such for all of Long Island, the lower portion of New York and the northern half of the State of Jersey.

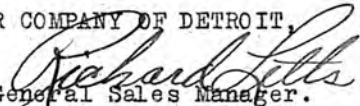
This Company have their offices at 1842 Broadway, New York City and their main line telephone number is Columbus 8700. Mr. Robert Cole is Vice-President, Mr. H. L. Boehm is Retail Sales Manager and Mr. H.S. Moore is Wholesale Manager.

If any of your friends or associates are interested in seeing the Aerocar, please have them contact with Mr. H. L. Boehm and he will be only too glad to arrange for a demonstration. They will have Aerocars on display at their Broadway store within the next week to ten days.

Trusting that this information will be of value to you and assuring you of our sincere thanks for your splendid cooperation in the past, we remain,

Yours very truly, 

AEROCAR COMPANY OF DETROIT,


General Sales Manager.

Montauk

August 5, 1929

Mr. Richard Letts,
General Sales Manager,
Aerocar Company of Detroit,
Detroit, Michigan.

Dear Mr. Letts:

Your letter of June 25th intimated that you would have an additional supply of Aerocar catalogs. Would be glad to have about a hundred as we want to be able to meet the demand for information.

This morning I have a letter from Mr. Geo. C. Goforth, of the Goforth Music Corporation, 1301 Park Avenue, Bloomington, Illinois, asking for information. You might send him a catalog.

Very truly yours,

T

Secretary to Mr. Fisher.



Aerocar Company of Detroit

DETROIT, MICHIGAN

August 9, 1929.

Mr Carl G. Fisher,
Montauk, Long Island,
New York.

Dear Mr Fisher:

Thank you for your letter of August 5th referring to us the name of Mr. Geo. C. Goforth, Goforth Music Corporation, 1301 Park Ave., Bloomington, Ill. We are writing this party and sending catalogue today.

Also in regard to your request for 100 catalogues we are sorry to say our supply of our present catalogues is just about exhausted and our new catalogue will not be ready for a week or two. We are however, sending you under separate cover about 100 John Mitchell folders which will help you until the catalogues can be forwarded.

We wish to thank you for your co-operation and trust you will not fail to call on us if we can be of service to you at any time.

DM:M

Yours very truly,
AEROCAR COMPANY OF DETROIT

Sourney Martin
Assistant to General Sales Manager

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter

NM = Night Message

NL = Night Letter

LCO = Deferred Cable

NLT = Cable Letter

WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

MONTAUK MANOR, MONTAUK BEACH, N.Y.

15NC 43 NL

BOSTON MASS AUG 9 1929

CARL G FISHER

MONTAUK NY

AM HERE OVER WEEKEND WITH NEW DISTRIBUTOR ON FLEET SALE OF BUSES TO
STONE WEBSTER AND CO STOP WILL TRY AND CROSS FROM NEWLONDON FOR ONE
DAY ON MY RETURN TO DETROIT STOP WILL WIRE YOU IN ADVANCE STOP
EVERYTHING PROGRESSING NICELY

DICK LETTS

739AM

General Sales Manager
Aerocar Company of Detroit..

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DICK GETTS

GENERAL BUSINESS MISC

DAY ON WA BELTON TO DETROIT STOP WILL WIRE YOU IN ADVANCE STOP
STONE WEBSTER AND CO STOP WILL TRY AND CROSS FROM NEWLONDON FOR ONE
AM HERE OVER WEEKEND WITH NEW DISTRIBUTORS ON FLEET SALE OF BUSES TO

WANTON WA

CURT & FISHER

BOSTON MASS AUG 3 1953

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Montauk

August 10, 1929.

Mr. Richard Letts,
c/o Stone & Webster,
Boston, Mass.

Dear Dick:

I have your wire of the 9th.
Will be glad to see you if you
can come over from New London.

Yours,

CGF:T

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

August 13, 1929

Mr. Carl G. Fisher,
Montauk Point, N. Y.

Dear Mr. Fisher:

I am enclosing a copy of a letter to Cor. Silva which is self explanatory.

I have had several conferences with President Machado and he seems very enthusiastic over the possibility of receiving an Aerocar which I believe will be the greatest stroke of advertising that could have possibly been put over and will receive international publicity due to the fact that President Machado will use this car to go to the inauguration of the National Highway.

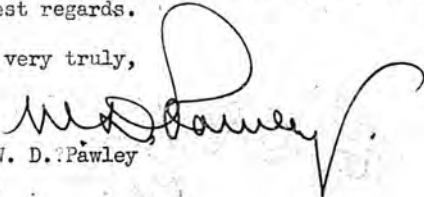
All of South America is tremendously interested in this new highway project. Through various press dispatches which are received all over Latin America as well as the rest of the world the Aerocar will receive its portion of publicity. It is to be hoped that photographs will be taken of the President and his party with the Aerocar and these photographs will be sent around for publication.

The car which we have had in Cuba has been a wonderful piece of advertising, so much so that the first car has been sold to the president of the Polar Beer factory.

I don't know what instructions you have given about the delivery of the President's car, only having heard you on a couple of occasions talking to Mr. Adams and Mr. Curtiss in which you stated that you would present it to him in November, and therefore, in Mr. Curtiss' absence, I am taking the liberty of writing you direct about the possibility of having the car ready for October 10th.

I expect to be at the Biltmore Hotel in New York on the 20th and if I can serve you in any way it will be a pleasure. Kindest regards.

Yours very truly,


W. D. Pawley

WDP.N

August 13, 1929

Cor. Eugenio Silva,
Havana, Cuba.

Dear Cor. Silva:

I have had the pleasure of being in Havana four or five times since my first trip and my only regret has been that you have not been there in order to take definite steps in the organization of Aerocar in Cuba.

About three weeks ago we decided to take an Aerocar over for demonstration purposes to see how the people of Havana would like it and I'm delighted to say that I was tremendously surprised at the reception the Aerocar has received. You have doubtless read in the papers of the various people that have tried the Aerocar out and the enthusiasm with which the newspapers have received it.

It is my opinion that any further delay would be injurious and I therefore am going to suggest that, immediately upon my return from New York, which should be around the 25th or 26th, that we get together in Havana and definitely decide on a policy, who the stockholders are going to be, the amount of capitalization, etc.

You recall on our first interview with President Machado that you informed him that in November he would be presented with an Aerocar by Mr. Carl Fisher. Well, since that time I have seen President Machado twice and he expressed enthusiasm over the wonderful gift to be made him by Mr. Fisher, and recently has expressed the desire, through friends, of receiving it on or before October 10th, at which time he is to preside at the dedication of the National Highway. I think it is his desire to go to the inauguration of the road in his Aerocar.

On last Friday I brought over from Havana as my guests Mr. Zorrilla of the Polar Beer factory and Dr. Carrera Justis. We examined the Aerocar factory and looked over the various models that are under construction and, incidentally, sold Mr. Zorrilla one of the finest cars we have ever built.

Mr. Silba #2

This car will leave Miami for Havana on Friday or Saturday.

I have many other prospects that are enthusiastic over the Aerocar but who object seriously to the 27% of the value that must be paid as duty. This of course makes it very interesting from a manufacturing standpoint.

Let me hear from you upon receipt of this letter letting me know when you expect to return to Havana.

Yours very truly,

W. D. Pawley.

WD/N

August 19, 1929.

Mr. W. D. Pawley,
Curtiss Aerocar Company,

Hotel Biltmore,
New York City.

Dear Mr. Pawley:

I have yours of the 13th. I don't want to give you an order for the president's car until I have a talk with Howard Coffin and with Glenn Curtiss. I don't want to give any more orders for Aerocars until you are in a position to give unbreakable glass in the curved glass in the windows in the rear, and also get seats that match which are now being made up by the Karpen Company.

We are going to have to purchase another Aerocar for one of the hotels but there is plenty time for this order as it can go in November and have it ready by December.

I found that the wheel housings under the Observation Car leaked gas from the exhaust and the movement of the car sucked the gas up through the wheel housing. This is very dangerous and was quite serious for the occupant of the car and should be thoroughly remedied in any future car that is built.

Yours,

CGF:T

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

SIGNS

- DL = Day Letter
- NM = Night Message
- NL = Night Letter
- LCO = Deferred Cable
- NLT = Cable Letter
- WLT = Week-End Letter

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

MONTAUK MANOR, MONTAUK BEACH, N.Y.

34NC 21 DL

SPRINGFIELD MASS 1255PM AUG 24 1929

CARL FISHER

MONTAUK NY

HUDSON DISTRIBUTOR WISHES ME TO STAY HERE ON DEMONSTRATION TODAY
AND TOMORROW STOP WILL BE UNABLE TO TAKE LUNCH WITH YOU

RICHARD LETTS

138PM

*136
Mrs Fisher
1:40
Ld.*

a

Copy

249 Holmes Road
Pittsfield, Mass.

August 29, 1929.

Mr. H. S. Wheeler, President
Curtiss Aerocar Company of Florida, Inc.
Opalocka, Fla.

My dear Mr. Wheeler:

The Aerocar which met us on our arrival at New York is proving to be a great source of pleasure and comfort to us all. I find after giving it real use on our curving and somewhat hilly New England roads that its riding qualities are of the best. There is no appreciable body sway, even at high speeds. The Cadillac coupe to which the Aerocar is attached is not slowed up materially on hills thereby not necessitating any change to second speed. The length of the Aerocar and its spring suspension enables one to ride with far less physical wear and tear than is experienced in an ordinary touring car. A delightful sociability seems to be experienced by any group that rides in it. Unconsciously some of us watch the road even when we know a competent driver is at the wheel. Inside the Aerocar all are free of any subconscious attempt at driving.

If I were to venture a suggestion or two in the make-up of another Aerocar designed for similar uses as mine I would feel that heavier catches might be desirable for the beds that fold down from the ceiling. I would be inclined also, to eliminate the toilet because of its proximity to the refrigerator and cooking equipment. I think a larger space between the rear mudguards and the top of the tire would be desirable unless such additional space would over-accentuate the height of the Aerocar. My point is that with a substantial load the sharp edge of the inner rim of the rear mudguards sometimes hits the tire passing on rough roads. We have cut out this sharp edge on the rear mudguards of our Aerocar.

This contact would probably not develop on a smooth road nor perhaps on a rough road with a light load. This is a minor point but may have some merit. Again, if the rear mudguards were curved up a trifle more at the back edge there would be a greater ease in taking off the rear wheels for any purpose such as changing a tire. I have thought, too, that an arm rest on the inner or aisle side of the seats would add a little to the comfort of the passenger, especially as the car goes around one of our sharp New England curves.

#2.

You will appreciate that these little suggestions are without engineering merit. They do not detract in the slightest from our use and enjoyment of the car which is becoming very popular here in Berkshire.

It will be a pleasure to me to show this Aerocar at any time to any prospective purchasers you may have, provided they come here to see it at Pittsfield.

I want you to realize that I very greatly appreciate the painstaking efforts you have made in the construction of this car. It has been a pleasure to deal with you and your representatives.

Cordially yours,

(signed) Merle D. Graves

CURTISS AEROCAR CO. OF FLORIDA

EQUIPMENT PRICE LIST.

PART No.	DESCRIPTION
100	Battery, 17 plate, with box,
105	Bed, front, base only,
110	Bed, front, complete with base, and cushion upholstered in genuine leather any
115	Berth, upper, complete, with springs, n
120	Berth, lower, consisting of two seats, back into one berth,
125	Carpet (Quality not exceeding \$3.50 per
130	Cigar lighter, - Cuno set,
135	Curtains - silk, with rollers,
136	" - Fabrikoid, with rollers,
230	Clock & Barometer set, Wilco,
231	Clock only, Wilco,
232	Clock, Seth Thomas electric, installed,
140	Fan, electric Seden type,
225	Flower Vases,
145	Jack & Tripod assembly,
151	Lavatory - folding marine type, including (water tank required, ex
152	" - reservoir type, nickel plate marine plunger pump,
156	Lights - Dome type, with switch,
155	" - Wall bracket type, with switch
160	Loud Speaker, Bosch,
165	Silk cord luggage carriers, any color,
170	Radio, Transitone, complete with B&C ba
175	Refrigerator - Aerocar type,
176	" - Athermos enameled, & por
177	" - Eagle, wood, enamel pain

180	Screens - Roll screen,	12.00	ea.
181	" - Aerocar type,	2.50	ea.
185	Speaking tube assembly,	40.00	
190	Speedometer, Stewart, assembly complete,	40.00	
195	Stove, 2 burner, "Kitchen-Kook" gasoline pressure	35.00	
235	Seats - Aerocar type, wicker; seat and back uphol- stering in fabrikoid leather, any color, with strap and clasp fastener to floor.	37.50	ea.
236	" - Deluxe single seat, high spring back, fibre back and sides, any color; uphol- stering on seat, back and arms in genuine leather, any color,	67.50	ea.
237	" - Single, low back bus type seat, fibre back, and sides, any color; upholstering in genuine leather on seat, back and arms, any color,	50.00	ea.
237-D	" - Same as No. 237, in double style,	75.00	ea.
238	" - Single, reclining type; covered with genuine leather, any color,	70.00	ea.
238-D	" - Same as No. 238, in double style,	115.00	ea.
200	Table, Pullman type, covered with fabrikoid leather to match interior color scheme,	25.00	ea.
205	Telephone, Graybar intercommunicating set,	48.50	ea.
210	Thermos Rack only (capacity for 2 qt. bottles and five water glasses)	15.00	ea.
211	Thermos Bottle and rack, for wall attachment,	13.50	ea.
215	Toilet - Chemical type,	15.00	ea.
216	" - Marine type, (req uiring water tank extre)	82.50	ea.
220	Water Tank, (20 gal. cap'y) with plumbing complete	50.00	ea.

September 5, 1929.

Mr. B. H. Everitt,
The Aerocar Company of Detroit,
7424 Melville Avenue,
Detroit, Michigan.

Dear Barney:

The other day Monty Williams of the Marmon Company was here and had his first ride in an Aerocar. He told me that previous to this ride he had considered them common box trailers and no good. This ride, however, opened his eyes and he told me he had never had such a ride in his life and that he expected to go home and put one on his Marmon for his family:

I think if you will follow this sale through it will be a good thing for you around Indiana.

Yours,

OGF:T



Aerocar Company of Detroit

DETROIT, MICHIGAN

Sept. 9, 1929.

Mr Carl G. Fisher,
Montauk, Long Island,
New York.

Dear Mr Fisher:

Your letter of September 5th addressed to Mr Eyeritt has been referred to my attention.

We wish to thank you very much for the information in regard to Monty Williams of the Marmon Company and as I expect to be in Indianapolis within the next few days, I shall write him and endeavor to get this business.

Again thanking you for your splendid co-operation and with kindest personal regards,

RL:M

Yours very truly,
AEROCAR COMPANY OF DETROIT

Richard Letts
General Sales Manager



COUNTRY CLUB ESTATES, FLORIDA

September 12, 1929

Mr. Carl G. Fisher
Montauk, L.I., N.Y.

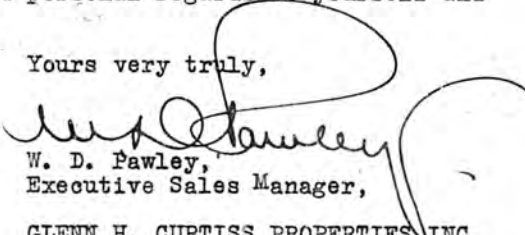
Dear Mr. Fisher:

Since the arrival in Havana of the Zorrilla aerocar we have received much front page publicity. The first thing that took place of any importance was the use of the aerocar for the trip made by the members of the Cuban Clearing House, accompanied by President Machado. Several additional articles have appeared relative to the Presidents car. I am taking the liberty of enclosing one of the newspapers which refers to this matter.

I would appreciate very much your getting in touch with Mr. Coffin by letter, to see if he would arrange for the Hudson in order that this car be started.

With kind personal regards to yourself and Mrs. Fisher, I am

Yours very truly,



W. D. Pawley,
Executive Sales Manager,

GLENN H. CURTISS PROPERTIES, INC.

WDP/ds

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

September 24th, 1929.

Mr. Carl G. Fisher,
Montauk Point, L.I.N.Y.

Dear Mr. Fisher:

I hope that you will have the opportunity this week of stopping at the show rooms of the Curtiss Flying Service, at 27 West 57th Street, New York, to inspect the car which we just finished for their display.

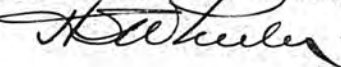
I suggest that you have Mr. Thompson notify Mr. A. H. Doty, Jr., who is in charge of the Aerocar Division, so that he will be on hand at the time of your visit. If you should talk to one of the salesmen there who are selling Aerocars on a commission basis it might involve a discussion with them, which we prefer not getting into, as it is our intention to deliver this car to you at cost price, appreciating the value of the customer and what it will mean to us in Cuba.

We are not particularly busy just now and could do a very nice job, if you find it convenient to place the order at this time.

Very truly yours,

CURTISS AEROCAR CO. OF FLORIDA, INC.

By



President.

HSW-M

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

September 24th, 1929.

Mr. Carl G. Fisher,
Montauk Point, L.I.N.Y.

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We are not particularly busy just now and could do a very nice job, if you find it convenient to place the order at this time.

Very truly yours,

CURTISS AEROCAR CO. OF FLORIDA, INC.

By



President.

HSW-M

September 27, 1939.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opalocka, Florida.

Dear Mr. Wheeler:

I have yours of the 24th. I wrote Glenn the other day regarding some of the bolts you are using in the Aerocar to hold the extra tire coupling. These bolts are of very poor material and too small for the work. Two of ours broke off not long ago and, as usual, we did not have any serious trouble; but just the same we could have had trouble under different circumstances.

I am thinking some of remodelling the Stutz outfit with a Hudson Coupe fixed up to match for the President of Cuba. I have made a lot of improvements on the Stutz that make it very desirable now and it is better finished throughout than any car that has yet been built. While I am giving the President a present, I want to have it as nice as possible.

I hope to see the new car some time this coming week. In the meantime, however, you might quote me a price on a car for the President, as there is some little possibility the Stutz equipment might be sold here. I want to dispose of both these cars and get new cars if I can do so without too much sacrifice.

Yours,

CGF:T

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

September 24th, 1929.

Mr. Carl G. Fisher,
Monteuk Point, L.I.N.Y.

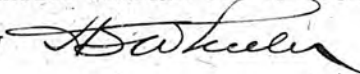
Dear Mr. Fisher:

Some time ago you were going to send me a sample of the type of strap hanger that you are using. I would be very glad to get this, together with the name of the manufacturer, so that we may be able to supply them when needed.

Yours very truly,

CURTISS AEROCAR CO. OF FLORIDA, INC.

By



President.

HSW-M

Copied from letter, Glenn H. Curtiss to Mr. Fisher
September 29, 1929.

I owe you and Mr. Treiber an apology for failing to get to Philadelphia before I came south. I did not intend to come so early but upon receipt of two urgent telegrams from the Governor I came down to attend the first meeting of the Flood Control Board with the idea that I would be returning shortly. One thing and another has kept me here.

I have been handling the arrangements for licensing a substantial company in the Southwest for building Aerocars, and have perfected and arranged for patents for the improvements in the coupler and various other features which we are building into the car at Hammondsport which I hope to show you before many weeks.

I will make it a point to get in touch with Mr. Treiber when I come North and we will get busy on the rail car.

Of course, you knew I could not leave here for the past week as we have been threatened with a hurricane and I had not missed any so far. I took a trip over to the Beach this morning and find that very little damage was done by the storm we have had for the past forty eight hours. Life guards were gathering dead fish and sea weed and about six inches of sand washed over into the road just north of the Pancoast. Palms and other large trees were not damaged at all and only a few of the smaller shrubs showed the effect of the storm.

I am in receipt of a letter from Mr. Keys asking me to remain here a bit longer until Captain Westervelt arrives, but at the most it will be only a matter of a week or ten days before I will be returning North."

G.H.Curtiss.

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

October Second
1929

Mr. Carl G. Fisher,
Montauk, New York.

Dear Mr Fisher:

Replying to your letter of September 27th regarding a quotation on a car for President Machado, I am not sure whether you want to use a streamline or the standard chassis, or possibly the observation type.

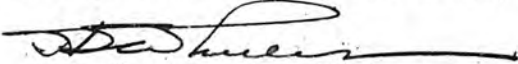
The list price on the above models are as follows:

Standard 61 \$2250; Observation \$2400; Streamline \$2750.

I am enclosing one of our price lists from which you can determine the equipment you will desire. All of the above prices, including the list prices on the chassis are subject to a 25% discount to you. The chassis prices contemplate the use of leatherette lining. Should you desire cloth material there would be a slight additional cost to cover the differential in price of same which cannot be determined until you have made your selection.

Yours sincerely,

CURTISS AEROCAR COMPANY of FLORIDA, Inc.


H. S. Wheeler, President.

HSW.n

October 7, 1929.

Mr. H. S. Wheeler,
Curtiss Aerocar Company,
Opalocka, Florida.

My dear Wheeler:

Replying to yours of the second:
I would like to have the net cost of
the Observation Car with Radio, Silk
curtains and Lavatory, but without
refrigerator.

Mr. Curtiss told me he would be
very glad to make this car up at
cost, and I will go over the matter
with you as soon as I arrive south,
right after the first of November.

Yours,

CGF:T

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

October Third,
1929

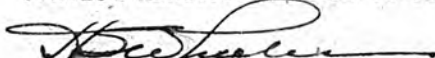
Mr. Carl G. Fisher,
Montauk, New York.

Dear Mr. Fisher:

The bolts came in this morning's mail and we appreciate very much your suggestion. We will increase the size and quality of these bolts in all future installations.

Yours very truly,

CURTISS AEROCAR COMPANY of FLORIDA, Inc



H. S. Wheeler, President.

HSW.N

October 9, 1929.

Mr. H. S. Wheeler,
Curtiss Aerocar Company,
Opa Locka, Florida.

Dear Mr. Wheeler:

Replying to your enquiry for
Certificate for Hudson for Aerocar
No. 3.

If you will give this information to the office of The Carl G. Fisher Company at Miami Beach, they will get you the Certificate of Title. I don't know who would the Certificate, but Mr. Kunschik will help you on it. I have no record of the cars here.

Very truly yours,

T

CURTISS AEROCAR COMPANY
OF FLORIDA, INC.
OPA-LOCKA, FLORIDA

October 14, 1929

Mr. Carl G. Fisher,
Montauk Point, L.I. N.Y.

Dear Mr. Fisher:

Replying to your letter of the 7th it would be difficult to give an exact cost figure in building the observation model Aerocar which you have in mind for President Machado. However, be assured that whatever the cost is our charges will not exceed this.

Our proposal on a similar car would read as follows:

Storage battery	\$40.00	Carpet floor covering	\$40.00
Front day bed, genuine leather upholstery			\$145.00
Three cigar lighters	22.50	Electric fan	10.50
Fifteen silk drapes and roller curtains throughout			80.50
Two odd pillows for day bed			12.00
Jack and tripod assembly	\$65.00	Lavatory (best)	120.00
Four extra wall lights	30.00	Radio	200.00
Speedometer	40.00	Loud speaker	30.00
Table	25.00	Chemical toilet	15.00
Telephone	48.50	Two thermos bottles	27.00 with rack
Two flower vases	5.50	Two silk cord	
		luggage carriers	27.00
Five Deluxe single seats with spring back			337.50
A total for equipment of			\$ 1343.50
Model 61) observation Aerocar			2400.00
Total			<u>\$ 3743.50</u>
Allowing 30% discount amounting to			1123.05
Making a net of			<u>2620.45</u>

I would say that the cost would run not exceeding this net amount and probably less, using our standard leather finish and not getting into any additional special equipment.

I hope this will meet with your approval and we may have the pleasure of building this car for you.

Yours very truly,

CURTISS AEROCAR COMPANY OF FLORIDA, Inc.

H. S. Wheeler, President.

HSW:n

LICENSED BY THE AEROCAR CORPORATION

October 15, 1929.

Mr. H. Sayre Wheeler,
Curtiss Aerocar Company,
Opa Locka, Florida.

Dear Mr. Wheeler:

I have copy of letter by
Mr. Engals.

It seems to me this is a
splendid letter to put in a testi-
monial circular, leaving out the
word "White". You should now be
in position to furnish several
testimonials which could be used
also by the Detroit company. I
will be very glad to give you one
of such testimonials at any time
if you want it.

Yours,

GGF:T

MEMORANDUM

FROM MR. FISHER

DATE October 18, 1929

TO Mr. H. S. Wheeler.

SUBJECT

I have yours of the 14th.

I will take this matter up further with you when I arrive at Miami Beach, soon after the first of November.

CGF:T

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

October 19, 1929

Mr. Carl G. Fisher,
Montauk, L. I.


Dear Mr. Fisher:

Replying to your letter of the 15th, if you will be good enough to send us a testimonial letter we will compile all we have with a view to capitalizing same for the Curtiss Aerocar.

Thank you for your continued interest.

Yours very truly,

CURTISS AEROCAR COMPANY of FLORIDA., Inc.


H. S. Wheeler, President.

HSW:n

October 22, 1929.

Curtiss Aerocar Company,
Opa Looka, Florida.

Gentlemen:

It gives me great pleasure to express my satisfaction with the two different types of "Aerocar" that I have purchased through you. I believe, after ten thousand miles of travel with the Streamline model as compared with the same amount of travel with the Observation Car, that I prefer the Observation car for all-round cross-country driving. The two rear seats give a complete unobstructed view of the road to the rear, giving the same result as the rear platform of a passenger train, and it is very delightful riding through the country. I expect next year to install a more adequate cooking and dining arrangement and make an extensive trip across the country in my Observation Car.

During the 12,000 miles with this Observation Car, covering some eighteen states east of the Mississippi River, I have had no repairs or cost of upkeep of any kind on either the Hudson Power Car or the Curtiss Aerocar, with the exception of a broken glass and two punctures. The little Hudson Power Car is marvelous and with as many as eight people in the Observation Car we can easily maintain better than fifty miles an hour over good roads and can reach a top speed of 65 miles an hour where the roads will permit.

The great comfort in riding and being able to read and to move around and change one's seat, is not to be compared with the cramped and confining quarters of even the best and most luxurious touring cars.

Very truly yours,

CGF:T

November 16, 1929.

Mr. B. F. Everitt,
Detroit Aerocar Company,
7424 Melville Avenue,
Detroit, Michigan.

Dear Barney:

The Treiber Diesel Engine Corporation, of which I am a stockholder, located at Camden, New Jersey, makes a full line of light weight Diesel engines, as per enclosed circulars. This Company has just developed and has on the test block at this time a 150 H.P. engine weighing about 1800 pounds. This engine was primarily brought out for marine purposes or heavy truck work.

It occurred to me that your Company might be able to use a Diesel engine for bus work or in the power plant giving you a very economical plant for this work. We know there is a great deal of interest in a 150 H.P. motor of this type and weight, both for marine purposes, heavy trucks and busses, and it might pay you to drop in and look at this motor the first time you are around Camden. I was talking to Mr. Treiber on the telephone last night and he said the motor has been on the block now for several days and it is highly successful subject to inspection.

We recently sold to the Consolidated Shipbuilding Corporation the right and license to build Treiber Diesel engines using Treiber's patents and they have been turning out 300 H.P. motors for marine purposes all during this past season with very satisfactory results. This 150 H.P. is the first motor of this type and weight to be constructed in this country.

I would be glad to know how you are coming along on the sale of Aerocars. I have not been west for some time. Best regards.

Yours,

CGF:T

November 16, 1929.

Mr. B. F. Everitt,
Detroit Aerocar Company,
7424 Melville Avenue,
Detroit, Michigan.

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Yours,

CGF:T

Nov. 14, 1929

Mr. H. S. Wheeler.

I enclose copy of memo from Mr. Kettering giving the address of the Weston Electrical Instrument Corporation so that you will be able to buy electrical instruments to install in your Aerocars giving the speed. I think this would be an added attraction. I would like to have one installed in my Aerocar and I think you will find others will want one.

CGF:T

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

Dec. 15th, 1929.

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Mr. Fisher:-

We have made a thorough survey of the Aerocar No. 13 which you have delivered to us, for re-finishing in such condition as to make it suitable for delivery to President Machado.

We propose to do this work at cost, and quote you as follows:-

	Labor	Material	Total.
Washing, cleaning, touching up leather, and painting outside of Aerocar,	\$9.25	\$3.85	\$13.10 ✓
Duco fenders, replacing moulding around windows and doors,	20.65	11.70	\$32.35 ✓
Lining top inside, shelf and divan,	36.75	45.00	\$81.75
Repair radio, replace batteries, and recharge, and re-wiring set,	14.90	12.10	\$27.00
Removing, cleaning and pressing curtains	4.45		4.45
Removing linoleum, plugging holes in floor, replacing linoleum with rug,	7.75	45.00	52.75
Refinishing window moulding, replacing one glass and installing new copper channels in all windows,	27.50	13.00	40.50
Re-painting and touching up rear compartment, including ducoing of wash basin and stove,	21.80	10.90	32.70
Installing Interphone outfit in Aerocar and Hudson,	18.00	28.25	46.25
Changing Stutz wheels to Hudson wheels, including wheels, tires, tubes, axle, spindles, bearings, etc.	18.35	112.20	130.55
Repainting Hudson and mounting new fifth wheel assembly	50.00	119.00	169.00
	<u>229.40</u>	<u>401.00</u>	<u>\$630.40</u>

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

Dec. 15th, 1929.

Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Mr. Fisher:-

We have made a thorough survey of the Aerocar No. 13 which you have delivered to us, for re-finishing in such condition as to make it suitable for delivery to President Machado.

We propose to do this work at cost, and quote you as follows:-

	Labor	Material	Total.
Washing, cleaning, touching up leather, and painting outside of Aerocar,	\$9.25	\$3.85	\$13.10 ✓
Duco fenders, replacing moulding around windows and doors,	20.65	11.70	\$32.35 ✓
Lining top inside, shelf and divan,	36.75	45.00	\$81.75
Repair radio, replace batteries, and recharge, and re-wiring set,	14.90	12.10	\$27.00
Removing, cleaning and pressing curtains	4.45		4.45
Removing linoleum, plugging holes in floor, replacing linoleum with rug,	7.75	45.00	52.75
Refinishing window moulding, replacing one glass and installing new copper channels in all windows,	27.50	13.00	40.50
Re-painting and touching up rear compartment, including ducoing of wash basin and stove,	21.80	10.90	32.70
Installing Interphone outfit in Aerocar and Hudson,	18.00	28.25	46.25
Changing Stutz wheels to Hudson wheels, including wheels, tires, tubes, axle, spindles, bearings, etc.	18.35	112.20	130.55
Repainting Hudson and mounting new fifth wheel assembly	50.00	119.00	169.00
	<u>229.40</u>	<u>401.00</u>	<u>\$630.40</u>

Mr. C.G.Fisher.

Dec. 15, 1929.

Forward.....	Labor	Material	Total
	\$229.40	\$401.00	\$630.10

We also suggest that the chairs be replaced with four individual deluxe Karpen seats which we have in stock, upholstered in handsome cloth.

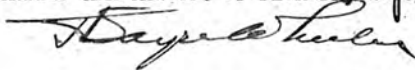
	<u>\$14.90</u>	<u>\$167.50</u>	<u>\$182.40</u>
Totals.	\$244.30	\$568.50	\$812.80

This is submitted for your consideration and we shall be glad to do any part or all of it that you care to authorize.

As Mr. Pawley hopes to be able to take delivery of this car on Saturday, Dec. 21st when he is coming to Miami for two other cars we are building for his customers, we hope that you can give us your early advice.

Yours very truly,

CURTISS AEROCAR CO. OF FLORIDA, Inc.,



31690
 \$495.90
 400.00
 18240
 8175
 5275
 31690

MEMORANDUM

FROM MR. FISHER

DATE Dec. 17, 1929

TO Mr. H. S. Wheeler.

SUBJECT

Replying to your letter of the 15th: It is best to go on with the remodelling and fixing up the Stutz Aerocar. As per our conversation, we have deducted lining the top, \$81.75, deducted for removing linoleum, \$52.75, deducted for changing the seats, \$182.40; and I have added \$40.00 for changing the glass, making a total of \$535.90.

CGF:T

MEMORANDUM

FROM MR. FISHER

DATE Dec. 16, 1929.

TO Mr. H. S. Wheeler.

SUBJECT

I wish you would have in mind placing the Stutz with some of your customers. I will make a very low figure on it which would save them \$2,000., and will give you a ten per cent commission for selling it.

CGF:T

CURTISS AEROCAR COMPANY

OF FLORIDA, INC.

OPA-LOCKA, FLORIDA

Dec. 19th, 1929.

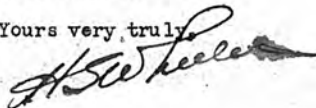
Mr. Carl G. Fisher,
Miami Beach, Florida.

Dear Mr. Fisher:-

I have your nota about selling the Stutz coupe. As I do not know the original cost, I cannot determine from your letter just the price you want quoted.

Please advise.

Yours very truly



MEMORANDUM

FROM MR. FISHER

DATE December 21, 1929

TO Mr. H. S. Wheeler

SUBJECT

Replying to yours of the 19th: I was given quite a special price on the Stutz at \$3,000.00. The regular list price, as I remember, was \$4,900. A smaller and lighter car would be more proper for Mrs. Fisher than this Stutz and I don't like to have either Mrs. Fisher or the boys around the place with so much power. It makes a splendid tow car for the Aerocar and this gives you a very good chance to furnish one at a low figure.

If I can get \$1,500.00 net out of the car, I will be very well satisfied.

CGF:T

December 23th, 1929.

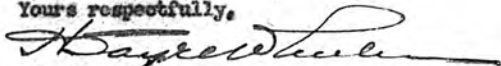
President Gerardo Machado,
Havana, Cuba.

My dear Sir:-

It is with much pleasure that we are forwarding you a Curtiss Aeroocar for your personal use.

It is the hope of Mr. Howard E. Coffin, of the Hudson Motor Car Co., of Mr. Glenn H. Curtiss, designer and builder of the Aeroocar, and Mr. Carl G. Fisher, that you will receive as much pleasure from the use of this Curtiss Aeroocar as they have had in preparing it for you.

Yours respectfully,



President,
CURTISS AEROOCAR CO. OF FLORIDA, Inc.,



Aerocar Company of Detroit

DETROIT, MICHIGAN

January 10, 1930.

Mr W.E. Thompson,
Secretary to Carl G. Fisher,
Miami Beach, Florida

Dear Mr Thompson:

Your letter of January 7th to Mr Richard Letts has
been referred to this office for attention.

Under separate cover we are mailing you 200 copies of
our tourist folders and also a supply of our bus and
commercial folders.

We are exceedingly sorry that the other copies of the
booklet we mailed you were not received.

We are today writing to Mr W.S. Pyle, Box 701, Jackson-
ville, Florida giving him information on sales and agency
proposition.

Thanking you for your interest, we remain,

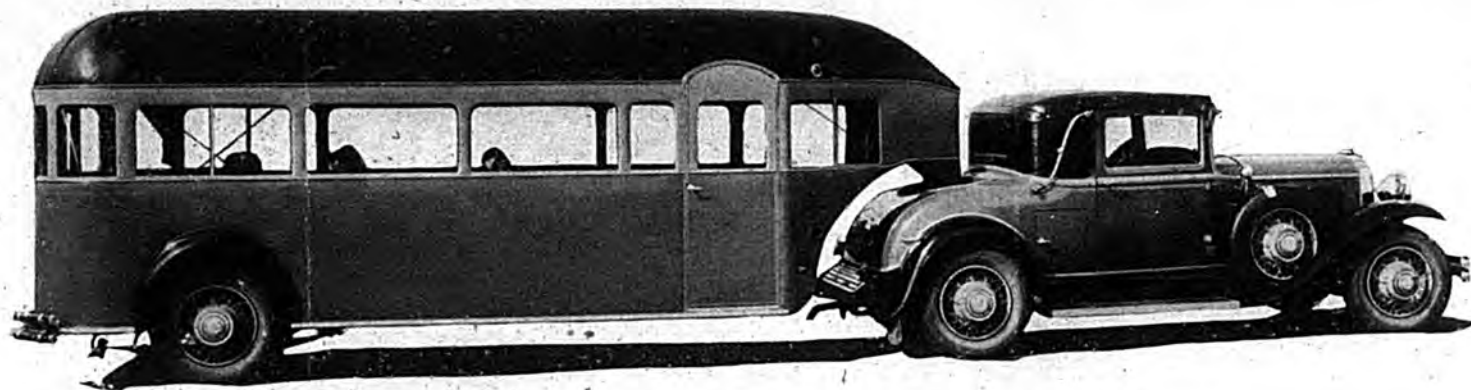
DM:M

Yours very truly,

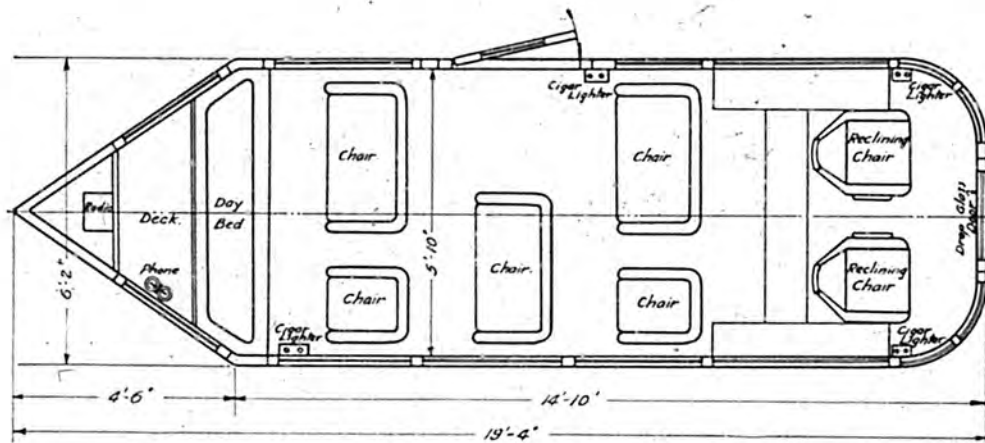
AEROCAR COMPANY OF DETROIT

Clarence Martin
Assistant General Sales Manager

PRICES QUOTED ON THIS PAGE SUBJECT TO CHANGE WITHOUT NOTICE



MODEL 61-O — OBSERVATION TYPE



For items of special equipment shown in this diagram, and other extras suitable for this model, see EQUIPMENT PRICE LIST.

STANDARD SPECIFICATIONS: Complete chassis, including door in center (door at front optional); rear door; non-scatter glass except in curved windows at rear; three dome lights connected to power car battery; push button signal to driver's seat; linoleum floor covering; radio aerial with ground and outlets; full length bumper; Watson stabilizers; combination stop and tail light assembly; military type wood wheels with 31x6.00-19 Goodyear balloon tires; air cushion coupler complete and installed in power car; fold-away tripod legs for use when power car is disconnected; interior and exterior finished in leatherette as selected from our samples; additional upholstery in observation section. Price F.O.B. Factory, Opalocka, Florida, \$2,750

THE AEROCAR CORPORATION

Notice of Annual Meeting of Stockholders.

January 13, 1931.

To the Stockholders of The Aerocar Corporation:

NOTICE IS HEREBY GIVEN that an annual meeting of the Stockholders of The Aerocar Corporation is called and will be held on Tuesday, January 13, 1931, at 3.00 P.M., at the office of the Corporation, No. 20 Pine Street, New York City, New York, for the following purposes:-

1. The election of a Board of Directors of the Corporation.

(NOTE: Due to the fact that the corporation has paid no dividends on its seven percent cumulative preferred stock for the past twelve months, the preferred stockholders, pursuant to the provisions of the Certificate of Incorporation, have the right, voting as a class, by plurality vote, to elect a majority of the members of the Board of Directors).

2. The approval and ratification of all contracts and transactions of the Corporation and of all acts and proceedings of the Board of Directors and of the officers, referred to in the minutes of meetings of the Board of Directors held since the last annual meeting of the Stockholders.

3. To consider and take action upon a proposition to amend the Certificate of Incorporation of the Corporation, so as to reduce the number of authorized shares of common stock of the Corporation from three hundred thousand (300,000) shares, without par value, to three thousand (3,000) shares, without par value.

4. To consider and take action upon a proposition to cancel, rescind and annul subscription agreements of Messrs. Arthur Brisbane, J. Cheever Cowdin, C. M. Keys, Howard E. Coffin, James C. Willson, Walter Briggs, Roy D. Chapin,

Carl G. Fisher and Cuthell, Hotchkiss & Mills, to purchase the 7% cumulative preferred stock of the Corporation, insofar as said subscription agreements have not been carried out and to authorize the issuance of the 7% cumulative preferred stock of the Corporation to each of the above referred to subscribers at one hundred dollars (\$100.00) per share, in an amount equal to the subscriptions actually paid in to the Corporation by said Stockholders.

5. To transact and carry out such other business as may properly come before the meeting,

By order of the Board of Directors:

JAMES C. WILLSON
Vice-President

Dated, January 2, 1931.

FRANCIS S. APPELBY
Secretary.

NOTE: Please sign and date the attached proxy and return it in the enclosed envelope. If you attend the meeting, the proxy will not be used.

Jan. 1, 1931

A G R E E M E N T made as of the 1st day of January, 1930, by and between the Aerocar Corporation, a corporation of the State of Delaware, (hereinafter called "Aerocar"), and AEROCAR COMPANY OF DETROIT, a corporation of the State of Michigan, (hereinafter called "Company"),

WITNESSETH THAT:

WHEREAS, Aerocar is the owner of, and/or has the right to grant licenses under, the following patents:

United States Patent No. 1,662,324, bearing date August 29, 1928

United States Patent No. 1,659,943, bearing date February 21, 1928

United States Patent No. 1,437,172, bearing date September 22, 1922;

and has filed at the Patent Office, Washington, D. C., the following applications for patents:

Application for United States Patent No. 233,830, filed June 8, 1928,

Application for United States Patent No. 233,831, filed June 8, 1928,

Application for United States Patent No. 133,944, filed September 7, 1926;

which applications may or may not be granted and the patents issue or not issue, as the case may be, all of which patents and applications for patents, as represented by Aerocar, relate to the manufacture, construction and design of trailers for attachment to automobiles, motor cars and other vehicles and/or the manufacture, construction and design of appliances and devices for coupling cars, engines, automobiles, motor trucks, trailers, and other vehicles of every kind and character, to be used for the transportation of passengers and property, and

WHEREAS, Aeroocar granted to the Company a license under the patents and applications above set forth, which license bore date the 16th day of April, 1929, and

WHEREAS, the Company is desirous of obtaining the cancellation and rescision of said license agreement dated the 16th day of April, 1929, provided it can obtain from Aeroocar a new license agreement upon terms more satisfactory to it, and Aeroocar is agreeable to such cancellation and rescision and to the granting of a new license to the Company.

NOW, THEREFORE, in consideration of the premises and of the mutual undertakings of the respective parties, it is hereby agreed as follows:

I. That certain license agreement entered into by and between the Aeroocar Corporation and Aeroocar Company of Detroit, dated the 16th day of April, 1929, be and the same hereby is cancelled, rescinded and annulled as of the date hereof, without waiver, however, by either party, of any existing rights, claims and/or demands against the other.

II. Aeroocar agrees to grant and does hereby grant to the Company a non-transferable license under the patents and applications, all as hereinabove set forth or referred to:

First, to manufacture and sell in and throughout the United States, unassembled and assembled trailers for attachment to wagons, automobiles, motor cars, trucks, tractors, quads and motorcycles and any and all unassembled or assembled appliances and devices for coupling cars, engines, automobiles, motor trucks, trailers and other vehicles, including railroad cars and tractors of every kind and character, for the transportation of passengers and property;

Second, To use anywhere in and throughout the United States, said assembled trailers and coupling appliances for the purpose of display, demonstration or promotion of sales;

III. Aerocar further agrees to impart, disclose and furnish to the Company all valuable original ideas relative to any and all improved methods for the most efficient manufacture, design and construction of said trailers and couplers;

IV. No rights, express or implied, are hereby granted under any foreign patent or patents now or hereafter issued or to be issued;

V. The said Company agrees to and does hereby accept and receive said license and all rights and privileges thereunder or thereunto appertaining, and also the right to have imparted to it said original ideas relative to the most efficient manufacture, design and construction of said trailers and/or couplers;

VI. Said grant and the acceptance and receipt thereof are also upon the following terms, conditions, covenants and undertakings, to-wit:

1. The Company agrees to use its best skill and endeavour to provide and employ sufficient capital, labor, plant, equipment and facilities to manufacture, and a sufficient sales force to promote and sell at least the following number of units or trailers per year during the term of this agreement:

First Year.....	250 units or trailers
Second Year.....	350 units or trailers
Third Year.....	500 units or trailers

Provided, however, that if the specified number of units or trailers is not, during any year,

manufactured and/or sold, Aerocar may, at its option, cancel this agreement and license by service of notice in writing of such termination on ^{Miller}(the Company) as hereinafter provided.

2. This said contract shall endure and extend for three years from the date first above written, except as herein provided.

3. If during the third year of this agreement royalties on at least 500 units or trailers are paid or payable to Aerocar by the Company, then the Company may, at its option, provided that all obligations resting upon it have been met and the terms and conditions of this contract complied with, renew this contract (under substantially the same terms and conditions as are herein contained, except that the royalty shall be \$25.00 per unit or trailer, and that the minimum number of trailers manufactured and/or sold by the Company during each year of any such renewal period shall be mutually satisfactory to Aerocar and to the Company) for a further period of three years by giving Aerocar notice in writing of such renewal within thirty days prior to the expiration of the three year term herein provided for; and the Company may from time to time thereafter, at its option and by giving similar notices, renew this contract for further periods of three years each for the duration of any of the patents hereinbefore set forth, and for the period of the duration of any of the patents that may be granted pursuant to the applications hereinbefore specified, provided always that all obligations resting upon the Company have been met, and upon a basis of minimum sales

to be agreed upon between the parties and with such changes in the provisions of the contract as the conditions at the time may indicate to be desirable or necessary.

4. The Company shall pay to Aerocar the following royalties on each unit or trailer, if, as and when manufactured and sold, and embodying any of the inventions included in the said license or methods of construction, manufacture or design disclosed to the Company by Aerocar:

- (a) \$40.00 on each unit or trailer up to and including the first 308.
- (b) \$30.00 on each unit or trailer over and up to and including 308.
- (c) \$25.00 on each unit or trailer over 308.

However, it is expressly understood and agreed that during the life of this agreement, in the manufacture and sale of said units or trailers, as each succeeding bracket of varying royalties per unit or trailer is actually entered upon, there shall be an accounting and adjustment and the Company shall pay on all units or trailers theretofore manufactured and sold only the royalty per unit or trailer applicable to the higher bracket.

5. Payment of royalties shall be made quarterly by the Company to Aerocar at its office at No. 20 Pine Street, New York City, N. Y. for the full amount, without deduction of any kind, accompanied by reports in form satisfactory to Aerocar, on the 20th of the month following the expiration of each quarter after the date hereof.

6. The Company agrees to cause all trailers and/or couplers made by it to be marked, as Aerocar shall direct in writing, with such appropriate markings as shall

indicate that patents on the inventions embodied thereon have been issued, applied for or pending; provided, however, that such markings are reasonable in size and do not impair the sale and marketability of the trailers and/or couplers.

7. Aerocar agrees that it will at any time during the term of this agreement, if and when called upon to do so, furnish to the Company any and all engineering ideas, information, blueprints, drawings and other data possessed by it, which shall relate to the most economical method of construction, manufacture and design of said trailers and/or couplers.

It is further understood and agreed that all models contemplated by the Company shall be submitted to Aerocar for approval before the same are placed in production.

The Company covenants that it will not directly or indirectly be a party to any distinguishing design features or detailed designs of parts of trailers and/or couplers being incorporated by anyone else in the manufacture of any design whatsoever, this covenant to survive the expiration of this contract and/or any renewal thereof, or its termination under any paragraph hereof, for a period of five years; and the Company further covenants that upon such expiration or termination it will not itself during said five year period, directly or indirectly, incorporate such distinguishing design features or detailed design of parts in the design, manufacture and/or assembly of couplers or trailers.

8. The Company agrees that Aerocar, through its authorized representatives, shall have access at all reasonable times to the books and records of the Company relating to the manufacture and sale of trailers and/or couplers, for the purpose of checking and verifying the royalties payable hereunder.

9. Aerocar agrees that if during the life of this agreement, including the extension or extensions herein provided for, it acquires the ownership or control of any United States patents and/or any applications for United States patents, which result in patents being granted thereon, relating to any invention or improvement covering the manufacture, construction or design of couplers and/or trailers for attachment to wagons, automobiles, motor cars, trucks, tractors, quads and motorcycles, it will grant to the Company the right and license, as hereinbefore limited, under said patents and said applications to manufacture, use and sell any such invention or inventions without further payment or royalty than that herein provided for and subject to the terms and conditions as herein recited.

Likewise, the Company agrees that during the life of this agreement and any extension hereinbefore provided for, it will promptly disclose unto Aerocar full knowledge of any and all inventions and improvements made or acquired by, or coming under the control of the Company, and in any way affecting the manufacture, construction or design of couplers and/or trailers for attachment to wagons, automobiles, motor cars, trucks, tractors, quads and motorcycles, and the Company further agrees at the expense of Aerocar and as often as Aerocar may request, to execute or cause to be executed the usual patent applications, papers

and assignments necessary to vest in Aerocar all rights and privileges pertaining to such inventions and improvements.

The Company agrees to enter into such agreements with its officers and employees of the rank of foreman or higher as will insure the performance of the foregoing provisions of this agreement applicable to them.

10. It is understood and agreed that the Aerocar does not guarantee the validity of the patents issued or any patents hereafter to issue under the applications now pending or hereafter to be made, but will, at its own expense use all reasonable means to protect the Company in the manufacture, use and sale of couplers and/or trailers embodying the inventions or any part thereof, described, claimed and/or covered in said patents or in any patents granted on account of improvements, modifications, changes or alterations in said couplers and/or trailers which may hereafter issue.

11. In the event the Company is sued in good faith and without collusion or connivance on the part of the Company for an infringement in the manufacture, use or sale by it of said trailers and/or couplers and an injunction or judgment against it shall issue, it may, at its option, cancel and terminate this agreement in like manner as is provided for by paragraph VI, Section 14 hereof.

12. Aerocar having previously issued license agreements for the building and selling of trailers and/or couplers similar to the agreement herein contained to Curtiss Aerocar Co., of Florida, and to Thomas W. Milton of Los Angeles, Calif., hereby agrees not to issue any further licenses for the manufacture and sale of said trailers and/or couplers during the life of this agreement.

including the extensions herein provided for.

13. This agreement shall be interpreted according to the laws of Michigan and the license and the rights and privileges hereunder are assignable by the Company only to its successor or successors in business, but not otherwise.

14. Upon failure of the Company to pay the royalties within thirty days after same have become due, all as provided for herein, Aerocar may terminate this contract by a written notice addressed to the Company, giving notice of such intention to terminate, and this agreement and the license and all rights and privileges granted hereunder shall terminate as of fifteen days after the mailing of such notice unless the Company shall make good its default within such period of time.

15. This agreement and the said license and all rights and privileges thereunder shall forthwith cease and terminate without the necessity of any notice on the part of Aerocar upon the happening of any of the following events, to-wit: The filing by the Company of a voluntary petition in bankruptcy; the making by the Company of a general assignment for the benefit of creditors with or without preference; the adjudication of the insolvency of the Company in any legal proceedings. Such termination prior to the expiration of this agreement shall not release the Company from any obligations for the payment of royalties due hereunder prior to such termination.

16. Any notice required to be given hereunder shall be deemed sufficient if sent by registered mail.

addressed to Aerocar at No. 20 Pine Street, New York City, N. Y., and to the Company at No. 7424 Melville Street, Detroit Michigan.

17. Any dispute arising hereunder shall be submitted to arbitration at the election of either of the parties hereto, upon written notice given to the other party hereto asking for such arbitration and designating an arbitrator selected by it. Within ten days from the giving of such notice the other party hereto shall select an arbitrator and notify the first party of such selection. The two arbitrators so selected shall select a third arbitrator within thirty days from the giving of the first above mentioned written notice. In case either of the parties fails to appoint an arbitrator within the time as set forth above, the other party shall have the right to appoint the second arbitrator and in case the two arbitrators first appointed are unable within the time set forth to agree upon the third arbitrator, the third arbitrator shall be chosen by the Arbitration Association of America or its officers or board or committee authorized to act for it in such matters. The arbitration shall be conducted under the rules of the Committee on Arbitration of the Chamber of Commerce of the State of New York, United States of America. The decision of the arbitrators shall be final and binding on the parties hereto.

IN WITNESS WHEREOF the parties hereto have caused this agreement to be executed in their respective corporate names by their proper officers thereunto duly

authorized and their corporate seals to be affixed hereto
as of the day and year first above written.

THE AEROCAR CORPORATION

ATTEST

By _____

AEROCAR COMPANY OF DETROIT

Attest

By _____

Jan. 1, 1931

SUPPLEMENTAL AGREEMENT made as of the 3rd day of February, 1931, by and between THE AEROCAR CORPORATION, a corporation of the State of Delaware, (hereinafter called "Aerocar"), and AEROCAR COMPANY OF DETROIT, a corporation of the State of Michigan, (hereinafter called "Company").

WHEREAS, Aerocar and the Company have as of the 1st day of January, 1931, entered into a license agreement covering the manufacture and sale of trailers for attachment to automobiles and other vehicles, and for the manufacture and sale of appliances and devices for coupling cars and other vehicles for the transportation of passengers and property, and

WHEREAS, the parties are desirous of amending said agreement in certain respects and as hereinafter set forth,

NOW, THEREFORE, THIS AGREEMENT

WITNESSETH:

In consideration of the sum of Ten (\$10.-) dollars lawful money of the United States of America, to each party hereto paid by the other, the mutual covenants herein contained and other considerations deemed valuable in law, the receipt whereof is acknowledged, it is hereby mutually agreed by and between the parties hereto, as follows:

That certain contract entered into as of the 1st day of January, 1931, by and between Aerocar and

the Company, is hereby amended as follows:

I. Sub-paragraph 1 of paragraph VI shall be amended to read as follows:

1. The Company agrees to use its best skill and endeavor to provide and employ sufficient capital, labor, plant, equipment and facilities to manufacture, and a sufficient sales force to promote and sell at least the following number of units or trailers per year during the term of this agreement:-

First year.....	250 units or trailers
Second year.....	350 units or trailers
Third year.....	500 units or trailers

Provided, however, that if the specified number of units or trailers, is not, during any year, manufactured and/or sold and royalties paid thereon as hereinafter provided, (and/or royalties paid on at least 250, 350 and 500 units or trailers during the first, second or third years respectively of this agreement, regardless of whether said units or trailers are actually manufactured and/or sold), Aerocar may, at its option, cancel this agreement and license by service of notice in writing of such termination on the Company as hereinafter provided.

II. Sub-paragraph 3 of paragraph VI shall be amended to read as follows:

3. If during the third year of this agreement royalties on at least 500 units or trailers

are paid or payable to Aerocar by the Company, then the Company may, at its option, provided that all obligations resting upon it have been met and the terms and conditions of this contract complied with, renew this contract (under substantially the same terms and conditions as are herein contained, except that the royalty shall be \$25.00 per unit or trailer, and that the minimum number of trailers manufactured and/or sold by the Company during each year of any such renewal period shall be mutually satisfactory to Aerocar and to the Company, and provided further, however, that for the first renewal period Aerocar shall not require the manufacture and/or sale and/or payment of royalties on minimums exceeding 700 units, 1,000 units and 1,400 units respectively) for a further period of three years by giving Aerocar notice in writing of such renewal within thirty days prior to the expiration of the three year term herein provided for; and the Company may from time to time thereafter, at its option and by giving similar notices, renew this contract for further periods of three years each for the duration of any of the patents hereinbefore set forth, and for the period of the duration of any of the patents that may be granted pursuant to the applications hereinbefore specified, provided always that all obligations resting upon the Company have been

met, and upon a basis of minimum sales to be agreed upon between the parties and with such changes in the provisions of the contract as the conditions at the time may indicate to be desirable or necessary.

III. Sub-paragraph 12 of paragraph VI shall be amended to read as follows:

12. Aerocar having previously issued license agreements for the building and selling of trailers and/or couplers similar to the agreement herein contained to Curtiss Aerocar Company of Florida, and to Thomas W. Milton of Los Angeles, California, hereby agrees not to issue any further licenses for the manufacture and sale of said trailers and/or couplers during the life of this agreement, including the extensions herein provided for. It is specifically understood and agreed, however, that in the event that for any reason Aerocar shall cancel the license granted to Curtiss Aerocar Company of Florida and/or to Thomas W. Milton of Los Angeles, California, then and in such an event or events, Aerocar shall have the right and/or option to issue an additional license or licenses to take the place or places of those cancelled by it, provided further, however, that any such license or licenses shall not be more favorable than the license granted to the Company.

In all other respects the said contract made as of the first day of January, 1931, by and between the parties hereto, is ratified, affirmed and approved.

IN WITNESS WHEREOF, the parties hereto have caused this supplemental agreement to be executed in their respective corporate names by their proper officers thereunto duly authorized and their corporate seals to be affixed hereto as of the day and year first above written.

THE AEROCAR CORPORATION

By _____

ATTEST:

THE AEROCAR COMPANY OF DETROIT

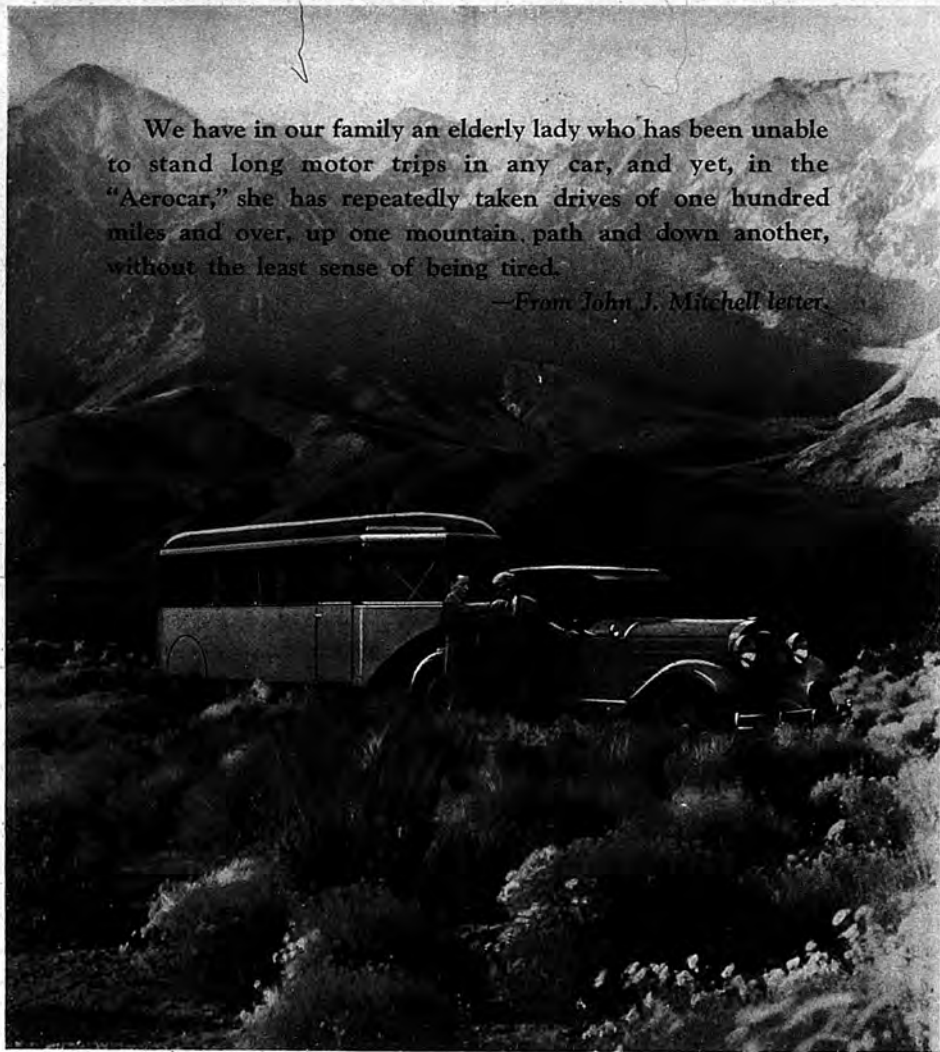
By _____

ATTEST:

Aerocar

We have in our family an elderly lady who has been unable to stand long motor trips in any car, and yet, in the "Aerocar," she has repeatedly taken drives of one hundred miles and over, up one mountain path and down another, without the least sense of being tired.

—From John J. Mitchell letter.



Mr. John J. Mitchell, famed financier and capitalist, of Chicago and Santa Barbara, California, who purchased the first Aerocar, is so wonderfully well-satisfied with its unequalled performance that he ordered two more.

JOHN J. MITCHELL
231 SOUTH LASALLE STREET
CHICAGO

May 20, 1929

Mr. B. F. Everitt,
Aerocar Company of Detroit,
7424 Melville Avenue,
Detroit, Michigan.

Dear Mr. Everitt:

If I were to tell you in all honesty, how much I think of my "Aerocar", I would be so effusive as to make myself appear ridiculous, but of a dozen automobiles which we have, here, and in California, I would rather give up the entire eleven other ones than part with my "Aerocar", and its invaluable servant, the Hudson Coupe.

Both have given a remarkable performance, and while they have been driven over five thousand miles, including the trip from Detroit to California, and dozens of trips over mountain passes, and through grain-fields, and river bottoms. I have never had one moment's trouble with either car, and there is not a sign of a rattle in the "Aerocar" after all this considerable abuse, for such driving is far rougher than would be encountered in normal travel with such a vehicle.

I have had hundreds of guests take a ride in the trailer, and every one of them has admitted that it is the quietest and smoothest method of transportation they have ever enjoyed. It is not exaggerating it to say, that it rides better than any automobile I have ever been in, and of course, there is absolute freedom from vibration, nor is there any sway whatsoever.

Just to prove to you, that I mean all I have said, I wish to inquire what the price would be on two additional trailers, and Hudson Coupes, and when I could expect delivery in Detroit. I might wish to make some slight difference in the seating arrangement, but that, I believe, is a minor detail.

We have in our family an elderly lady who has been unable to stand long motor trips in any car, and yet, in the "Aerocar", she has repeatedly taken drives of one hundred miles and over, up one mountain path and down another, without the least sense of being tired.

Please excuse this lengthy letter, but I thought you would enjoy knowing these facts.

Sincerely yours,

JJM:MS



Mr. Mitchell saw the first Aerocar, a demonstrating car, on the streets of Chicago during the 1929 Automobile Show. He called Mr. Everitt, President of the Aerocar Company of Detroit, on the telephone and purchased the car. . . In midwinter, when highways were in almost impassable condition, the Aerocar was driven from Detroit to California and delivered to Mr. Mitchell. . . Read his unsolicited letter and you will realize the truth

of the claims: "The easiest riding vehicle on the highways of the world" and "There is no other vehicle like the Aerocar." . . . Inspect the Aerocar, ride in the Aerocar, and you will then understand and appreciate why Mr. Mitchell wrote: "But of a dozen automobiles which we have, here and in California, I would rather give up the entire eleven other ones than part with my Aerocar." . . . You need the Aerocar.



The master tourist equipment . . . the Aerocar . . . It literally rides on air . . . No sideway . . . no roll . . . no forward or back pull . . . Powered by any four . . . six . . . or eight-cylinder roadster or coupe . . . Costs but a few more cents for fuel per hundred miles than it does for power car running alone . . . Not a car of limited utility for occasional use . . . but a car of unequalled utility for constant use

MR. MITCHELL says: "The quietest and smoothest method of transportation they have ever enjoyed"—it fully describes the pleasure of riding in the Aerocar. Its distinctive design and exclusive form of construction make it the ideal motorized equipment for the family, for friends, for a tour across the nation or a short run with house guests. The Aerocar is the ideal car for sportsmen—for hunting or fishing trips. In the Model A-20 there is not only the large, roomy, eight-passenger compartment but

there is also the service compartment with cupboards, refrigerator, washbasin, stove, etc. And then there is speed—thirty, fifty, or even seventy miles an hour, for the speed of the Aerocar is limited only by the speed of the power car and the law of the community. It does not tie up the power car. It can be detached from the Aerocar in a few minutes' time and used as a separate car. The Aerocar is priced so low that it is truly every man's car. The car of personal convenience, solid comfort, and luxury of travel that cannot be excelled.

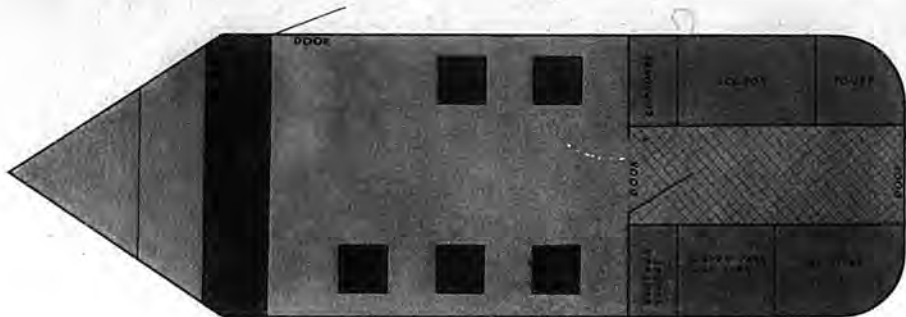
ASK FOR AN AEROCAR DEMONSTRATION



No other equipment in the automobile field like the Aerocar. Only the Aerocar, with its large, roomy, comfortable and convenient passenger compartment, can satisfy the demand for thorough enjoyment in touring

The rear compartment of the tourist model Aerocar, with its stove, refrigerator, water tank, cupboards, etc., proves equally convenient and serviceable on a day's outing or on a year's touring trip. The Aerocar was designed and is built to be of real service





Floor plan of Standard Tourist Aerocar Model A-20

Specifications for Tourist Model Aerocar

Completely equipped with two-way telephone for communication with power car, window shades, built-in roller-type bug screens, deeply upholstered chairs, card or service table, and two 28-inch wide folding steel cots. Carpeted floor in passenger compartment and inlaid linoleum floor in rear compartment. Kitchenette equipped with combined washbasin, sink, water tank, refrigerator, oil stove, sanitary closet, two cupboards and two storage shelves.

The inside dimensions of the passenger compartment are 9 feet 11 inches in length from front divan

seat to bulkhead and 5 feet 10 inches in width. The floor space of the kitchenette or service compartment is 4 feet 8 inches in length and 5 feet 10 inches in width. The clear space or aisle in kitchenette is 2 feet 1 inch in width.

The outside dimensions are: length, 20 feet from nose plate to rear bumper; height, 8 feet $\frac{1}{2}$ inch from ground to center of top; width, 6 feet $4\frac{1}{4}$ inches. The inside height is 6 feet.

Approximate weight is 1900 pounds.

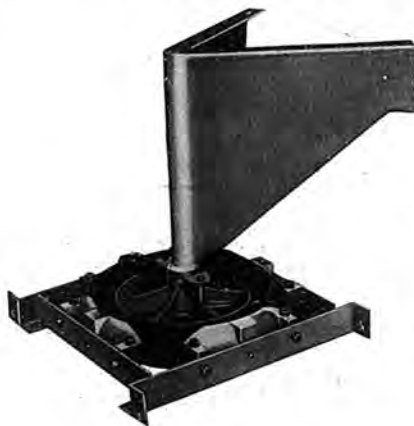
Price, f. o. b. Detroit..... \$1,500.00

The Famous Aero Coupler

The coupler is one of the distinctive features of Aerocar construction and is fully protected by patents. It consists of a steel framework that is installed in the turtleback of the roadster or the coupe which serves as the

power unit. The frame contains cast aluminum channel-blocks; placed in the channel thus formed is a specially constructed nonrevolving pneumatic-tired wheel, not unlike an airplane landing wheel in form. A king pin, firmly anchored to the sturdy sheet-steel nose or deck plate of the Aerocar, passes through the hub of the wheel.

When the car is in motion, the air-filled wheel takes all thrusts, regardless of the angle from which they come and regardless of the rapidity of occurrence. The coupler action, in association with airplane-like construction of the Aerocar, assures practically no vibration in the passenger unit, and but little, if any, in the power unit. The coupler is so constructed that the passenger car can be detached from the power car in a few minutes. The power car can then be operated in the usual manner, and has the same appearance to the eye as it would have if it did not carry the coupler. In other words, using it as the power unit for the Aerocar does not affect the individual utility value of the power car.



The Aerocar is manufactured by

AEROCAR COMPANY OF DETROIT

7424 Melville Avenue, Detroit, Michigan

**Aerocar
Company of
Detroit**