

SITE

Plumbrook  
Box 298 116.1

# The Cleveland Chamber of Commerce

FOUNDED IN 1848

400 UNION COMMERCE BLDG.  
CLEVELAND, OHIO.

August 30, 1939

Mr. Paul Bellamy  
Editor, The Cleveland Plain Dealer  
Cleveland, Ohio


Dear Mr. Bellamy:

Mr. Beam thought you would be interested in seeing a copy of the Invitation to the National Advisory Committee for Aeronautics prepared by the Industrial Development Department of The Cleveland Chamber of Commerce asking their consideration of Cleveland as a site for the proposed ten million dollar Aviation Laboratory, approved by Congress at the last session, and carrying the signatures of President F. C. Crawford and Mr. Beam.

It was the purpose of Clifford Gildersleeve, Industrial Development Commissioner, who prepared the invitation to provide all details of information which have a bearing upon the decision with a particular view to the qualifications set up by the Washington committee.

We have no way of knowing whether or not our invitation will bring the Laboratory to Cleveland but spared no effort to persuade them that Cleveland would be the ideal site for their purpose.

Sincerely yours,

  
G. S. Wellman  
Director of Publicity

encl.

An Invitation to the  
National Advisory Committee for Aeronautics

Prepared by  
The Industrial Development Department of  
The Cleveland Chamber of Commerce

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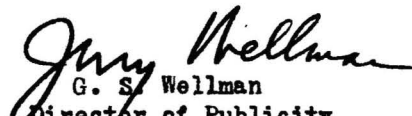
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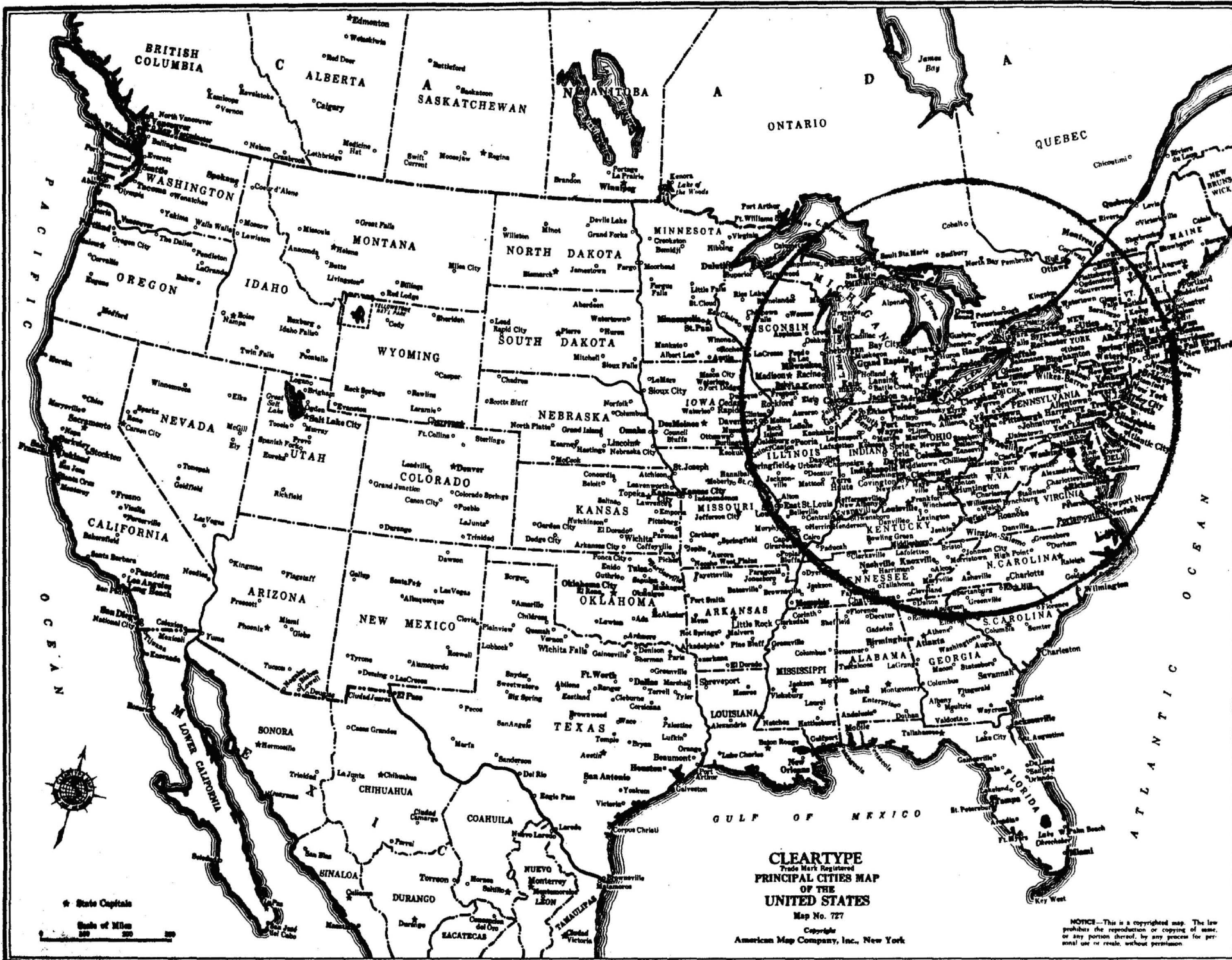
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**CLEARTYPE**  
 Trade Mark Registered  
**PRINCIPAL CITIES MAP**  
 OF THE  
**UNITED STATES**

Map No. 727

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State Capitals  
 Scale of Miles  
 0 100 200

raw material needed in the construction of aircraft is believed to be readily obtainable in the near vicinity of this city. No excessively long freight hauls nor high freight charges would be required by any raw material.

Cleveland is a well recognized center for the manufacture of aviation parts. There are between eighty and ninety manufacturing companies in Cleveland catering directly to aviation.

#### Labor Supply and Conditions

Doubtless, an important problem to which you will give consideration is the supply of labor. This problem solves itself in Cleveland. An idea of Cleveland's labor pool is shown by the following information from the United States Census.

	Men	Women
All occupations	295,874	98,968
Manufacturing	153,796	21,036
Transportation	34,495	3,056
Trade	43,500	10,918
Professional service	13,363	11,801
Domestic and personal service	17,852	27,879
Clerical service	23,254	24,099

Sixty-eight per cent of the population of this city is native born white and 28% is foreign born white. The balance includes negroes and all other classifications.

Cleveland's diversity of industry has contributed materially to the development of high grade, skilled workers. Their stability is indicated by the fact that the percentage of home ownership in Cleveland is 36.6%. Cleveland has a plentiful supply of high grade, skilled labor.

#### Water, Fuel and Power

Cleveland owns and maintains its own water system. The metered rate for the first 49,000 cubic feet for each six months in excess of the first 1500 cubic feet of water is 78¢ per thousand cubic feet. The rate for the next 450,000 cubic feet for each six months is 70¢ per thousand cubic feet. All water in excess of 500,000 cubic feet for each six months is 60¢ per thousand cubic feet.

Electric power in Cleveland and its environs is furnished by the Cleveland Electric Illuminating Company. It is plentiful and dependable. The rates are as follows:

Small users (under 20 KW demand)

First	240 KWH per month	.04 per KWH
Next	2,260 KWH per month	.028 per KWH
Next	2,500 KWH per month	.015 per KWH

Large consumers:

- (a) Demand Charge: For the first 50 KW of demand \$2 per KW per month. For all excess over 50 KW of demand, \$1 per KW per month.
- (b) Kilowatt Hour Charge:  
For the first 40,000 KWH per month, \$.013 per KWH  
For the next 60,000 KWH per month, \$.009 per KWH  
All excess over 100,000 KWH per month, \$.0067 per KWH

Natural gas is supplied in Cleveland and its environs by the East Ohio Gas Company at the following established rates:

- For the first 400 cubic feet, or less, or none, each month 80¢ net.
- For the next 190,600 cubic feet, each month, 5.5¢ net per 100 cubic feet.
- For the next 4,800,000 cubic feet, each month, 4.8¢ net per 100 cubic feet.
- For the next 5,000,000 cubic feet, each month, 4.4¢ net per 100 cubic feet.
- For all over 10,000,000 cubic feet, each month, 4.0¢ net per 100 cubic feet.

These rates are subject to a discount of five cents per thousand cubic feet if the bill is paid within ten days. The B.T.U. content is 1100 per cubic foot. The supply of gas in Cleveland is abundant.

Public Service

The Cleveland Railway Company furnishes street railway transportation and operates motor coach lines. Its equipment is modern, well maintained, and efficiently operated.

Telephone service is unified and is operated by the Ohio Bell Telephone Company. The installation of automatic service is virtually completed throughout the Cleveland telephone district.

Weather

Lake Erie is at an elevation of 573 feet above sea level. Cleveland at the Public Square is 659 feet above sea level. The greatest elevation in Cleveland is 925 feet. January is the coldest month and has an average temperature of about 15 degrees above zero. August is the hottest month and has an average temperature of 74.

The average temperature for the three winter months approximates 28 degrees and for the three summer months 70 degrees.

The average yearly rainfall is about 33 inches.

The seasons are strongly marked but the waters of Lake Erie temper the extremes of winter and summer and delay the frosts of autumn.

In 1938, Cleveland Airport was not completely closed to flight on any day and was closed on only part of 15 days, thus indicating the favorable weather conditions for all year-round flight research.

### Topography

The topography of Cleveland and that part of the state over which flight tests would be made, with its comparative freedom from hills, is extremely favorable to air travel.

### Cleveland Airport

Cleveland is air minded. The people of Cleveland have shown their faith in the future of aviation by taxing themselves to provide what has been described as one of the most commodious and best equipped municipal airports in America. It is and has been the home of the National Air Races for ten years and this event has always received splendid underwriting and popular support from the citizens of Cleveland.

Cleveland Airport is 8½ miles southwest of the City of Cleveland, less than 30 minutes by motor car. It contains, in all, 1040 acres, all drained and graded. It has an all way area of more than 600,000 square yards of hard surface where landings and take offs may be made in any direction for more than a mile inside the field with clear approaches on all four sides.

### Field Lighting

A 150 millimeter Sperry Arc flood light lights the entire area at night. This light is 500,000,000 candle power. A 36" beacon rotating six times each minute, flashing alternate green and white, and a 24" beacon flashing code "K" are in constant service. In addition there are ceiling lights.

A series boundary system of one hundred and twenty 600 lumen 6.6 amp. lights surround the entire flying area. Any ship landing inside the boundary is on safe landing area.

All buildings are flood lighted and hazard lighted.



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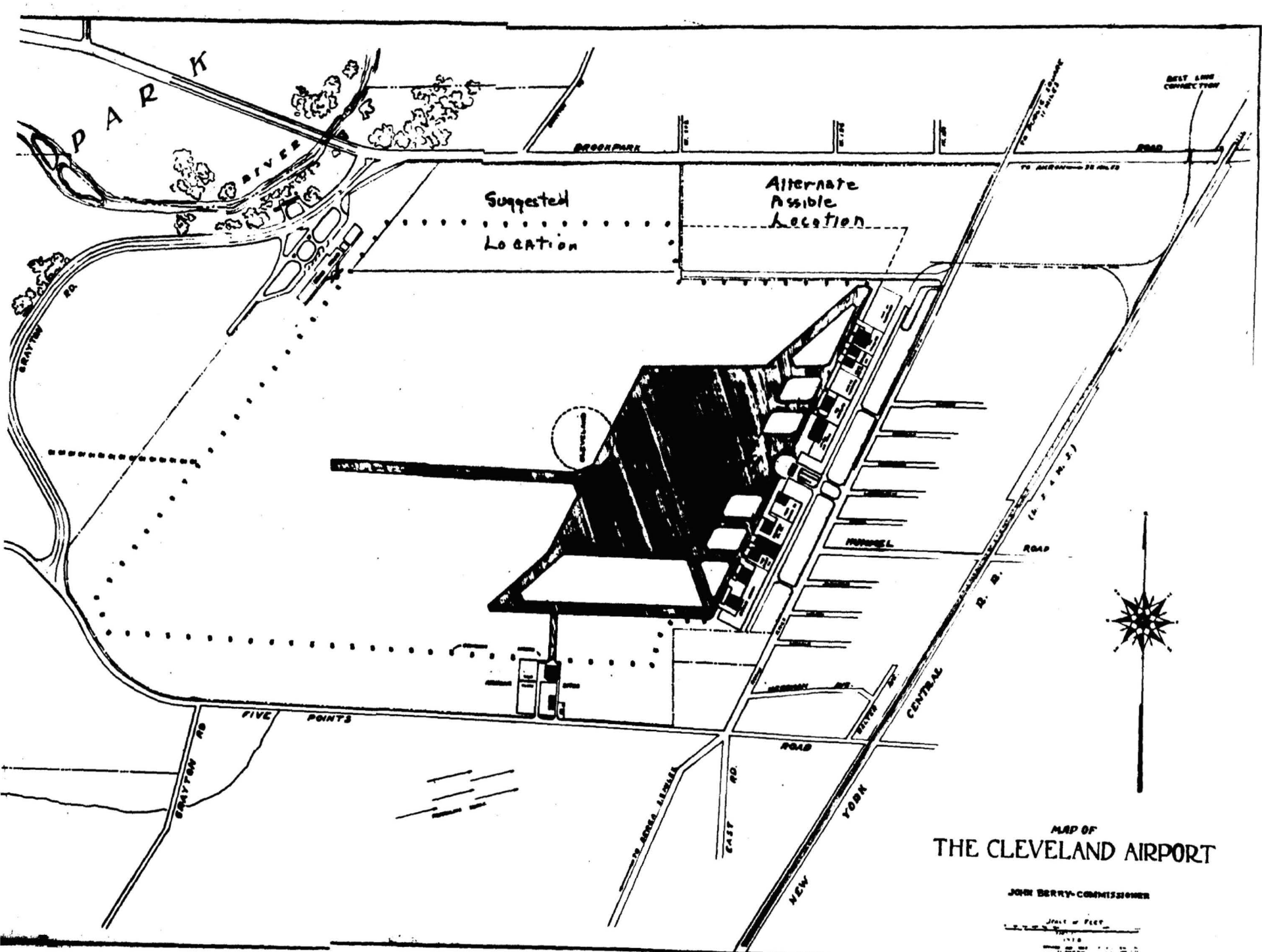
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Director of Publicity

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Suggested  
Location

Alternate  
Possible  
Location

MAP OF  
THE CLEVELAND AIRPORT

JOHN BERRY-COMMISSIONER

Scale of Feet

1918

The City Council has exhibited its faith in aviation and it is our firm conviction that your committee and the city can easily and quickly arrive at an arrangement satisfactory to the members of your committee and to the United States Government.

In addition to the information that has been briefly summarized we wish to again call your attention to the presence in Cleveland of the nationally known Case School of Applied Science, Western Reserve University, John Carroll University and Baldwin-Wallace College, which would be available for cooperation in the matter of laboratory testing and other helpful cooperation that might be useful to you.

We believe we can safely pledge to you similar cooperation from the private laboratories and research departments of Cleveland industry.

#### Conclusion

While an attempt has been made to present in this invitation all of the facts of interest to you, without doubt detailed questions will arise that have not been answered. It is our earnest hope that if any such questions do arise we shall be given the opportunity of submitting additional data that will be helpful to you in reaching a decision.

We shall gladly send or bring any person or material that will amplify or clarify any of the data presented or that will contribute any additional information that will be helpful. We are desirous of being of the greatest possible aid to you and we shall appreciate any opportunity that arises to be of service.

We urge your favorable consideration of Cleveland as a location for the proposed aeronautical research laboratory.

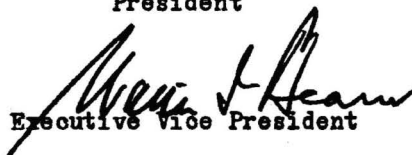
Respectfully submitted for

THE CLEVELAND CHAMBER OF COMMERCE

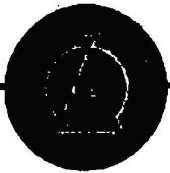
By



President



Executive Vice President



# Thompson Products, Inc.

MANUFACTURERS OF AUTOMOTIVE, AIRCRAFT, ELECTRONIC AND INDUSTRIAL PARTS

GENERAL OFFICES, 23555 Euclid Avenue, CLEVELAND 17, OHIO

Founded 1901

February 3, 1956

Dr. Edward R. Sharp, Director,  
Lewis Flight Propulsion Laboratory,  
National Advisory Committee for Aeronautics,  
21000 Brookpark Road,  
Cleveland, Ohio

Dear Ray:

After our pleasant visit Wednesday at your lab I dug out this report which we discussed. It makes interesting reading in the retrospect of nearly 17 years since NACA was first suggested for Cleveland.

I am not certain just how I came about getting a copy of this presentation by the Cleveland Chamber of Commerce, but here it is. (Apparently, since it was addressed to Paul Bellamy, I must have acquired it at the Cleveland Plain Dealer when I was there before resigning to come to Thompson Products.)

I always find it illuminating, and therefore interesting, to learn the background preceding some of the things we may be inclined to take for granted today.

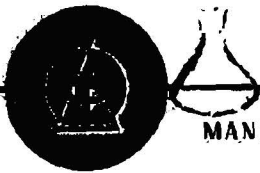
Fred Crawford, as you recalled, was President of the Chamber then. Jerry Wellman, who then was doing publicity for the Chamber, later did the same for the Lake Carriers Association and today, as you probably know, is Vice President for Development at Case Institute of Technology.

This may provide some interesting reading -- at least to reveal whether advantages claimed for the Cleveland area materialized!

Sincerely,

Bob Herrick  
Asst. Staff Director, Company Information

- DIRECTOR
- Budget
- RES
- Lupa
- Lib
- F & C
- C & T
- M & T
- Physics
- S-P
- E-R
- Res Spt
- Edit
- ADM
- M-I
- Pers
- Fiscal
- Adm Serv
- Clearance
- Security
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- SERV
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- Engng
- Draft
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- Mech
- Mech:
- Plt Oper
- Mech Serv
- Facil Ope
- Pub
- C & C A
- C-A
- Fac Eng



Founded 1901

# Thompson Products, Inc.

Files

116.1-

MANUFACTURERS OF AUTOMOTIVE, AIRCRAFT, ELECTRONIC AND INDUSTRIAL PARTS

GENERAL OFFICES, 23555 Euclid Avenue, CLEVELAND 17, OHIO

February 20, 1956

Dr. Edward R. Sharp,  
Lewis Flight Propulsion Laboratory,  
National Advisory Committee for Aeronautics,  
21000 Brookpark Road,  
Cleveland 11, Ohio

Dear Ray:

You are certainly welcome to keep that mellowed but prophetic copy of the Chamber's "An Invitation to the National Advisory Committee for Aeronautics".

I am pleased that it can find a more suitable home, as a matter of fact, than my dust-collecting files. You are welcome to it.

Sincerely,

*Bob*  
Robert H. Herrick  
Asst. Staff Director,  
Company Information.

- ~~Exec~~
- Budget
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- Lupa
- Lib
- F & C
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- Edit
- ADM *4/14/58*
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4/14/58

Route V. -

Per do not send this to Records Center - Retain in our files permanently

*[Signature]*