

Op-16-B-3
AS-E/QH/Sperry Co.
CONFIDENTIAL
Serial 0847816

CONFIDENTIAL

MAR 31 1942

From: The Director of Naval Intelligence.
To: The District Intelligence Officer,
Third Naval District.

Subject: The Sperry Company
The Sperry Gyroscopes Company
The Ford Instrument Company
Submarine Signal Company

References: (a) Ltr. dated Dec. 11, 1941 from Thomas
Robins, Member and Sec'y, Navy Consulting
Board, to Rear Admiral Walter S. Anderson,
USN.
(b) First Endorsement by Com. 3 to Chief of
Bureau of Ships, dated Feb. 25, 1942,
Subject: Japanese Connections of Sperry
Company.

1. You are advised that in a Second Endorsement
to Reference (a), dated March 11, 1942, the Assistant Secre-
tary of the Navy has commented as follows to the Chief of
Naval Operations:

"It is noted in Mr. Robins' letter that he
has specifically stated, 'For other reasons I believe
the present situation should be very carefully examined,'
and further states, 'I see no reason to believe that
many of those men, or men of the same type are not
now employed in the two Sperry Plants and that of
the Ford Instrument Company.' It is requested that
the Office of Naval Intelligence, through the Federal
Bureau of Investigation, continue to maintain close
surveillance of personnel within the Sperry Company."

W
Op-16-B-7

Dictated March 28, 1942
Dictated by Lt. Little
Typed by M. Heinecke

RW
Rhea Whitley,
By direction.

CONFIDENTIAL

CONFIDENTIAL

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ORIGINAL ROOM
SO Security D
(SO) A8-5/QM/Sperry (
1942 SEP 13 014160Z 13

March 11, 1942

Second Endorsement

From: The Assistant Secretary of the Navy.
To: The Chief of Naval Operations.
Subject: Japanese Connections of Sperry Company.

1. Enclosure (A) is returned herewith.

2. It is noted in the first endorsement that the Office of Naval Intelligence, Federal Bureau of Investigation and the District Intelligence Officer, Third Naval District, are cognizant of all the facts contained in the basic correspondence.

3. " It is noted in Mr. Robins' letter that he has specifically stated, "For other reasons he believes the present situation should be very carefully examined," and further states, "I see no reason to believe that many of those men, or men of the same type are not now employed in the two Sperry Plants and that of the Ford Instrument Company." It is requested the Office of Naval Intelligence, through the Federal Bureau of Investigation, continue to maintain close surveillance of personnel within the Sperry Company. "

W. H. Lewis
W. H. LEWIS
By direction

Copy to:
ComThree

DECLASSIFIED
Authority NND907027

(250a)

NAVY DEPARTMENT
BUREAU OF SHIPS
WASHINGTON, D. C.

RECEIVED
ONI MAIL ROOM

1942 MAR 13 AM 10 13

FEB 24 1942

CONFIDENTIAL

From: Chief of the Bureau of Ships
To: Commandant, Third Naval District
Subject: Japanese Connections of Sperry Company.
Enclosure (A) (herewith):
T. Robins, Sec. of Naval Consulting Board,
ltr. of Dec. 11, 1941 to Rear Admiral W.S.
Anderson with his reply of Jan. 25, 1942
thereon. (ONI routing slip C6051).

1. Enclosure (A) is forwarded for comment and return to this Bureau.

J. L. Nash

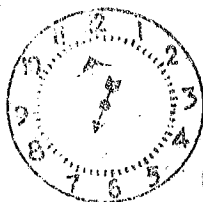
1st endorsement

February 25, 1942

From: Commandant, Third Naval District
To: Chief of the Bureau of Ships
Subject: Japanese Connections of Sperry Company.

1. Enclosure (A) is returned here ^{W. B. Howe} ~~by direction~~
2. Contents have been noted and are known to the District Intelligence Officer, 3ND, and to the Office of Naval Intelligence. The Federal Bureau of Investigation is also cognizant of all the facts contained therein.

MAR 7 42 AM



NAVY DEPARTMENT
SECRETARY'S OFFICE
SO Security D 02s

W. B. Howe
by direction

ESD Mr. Sperry

UNITED STATES PACIFIC FLEET
BATTLESHIPS, BATTLE FORCE
U. S. S. MARYLAND, Flagship

Asst. Dir. Sperry Co.
1942 JAN 25
(1-11-42)

January 25, 1942

Dear Sir:

Your letter of December 11th regarding the Sperry Company's connection with Japan has just come to hand in belated mail received. The book you refer to has not yet reached me.

It is regrettable that your interesting and important letter was not opened and handled at once by the Division of Naval Intelligence in Washington. When I left there I gave instructions that any mail addressed to me that appeared to be official could be so opened and further stated that I was agreeable to them putting a liberal interpretation upon this authority as my personal correspondence could stand inspection.

I am at once forwarding your letter air mail to the present Director of Naval Intelligence. I am sure that he will appreciate your interest and the trouble you have taken in this connection as I do.

Please accept my best thanks.

Yours very truly,

W. S. ANDERSON,
Rear Admiral, U.S.N.

Thomas Robins
70 Pine Street
New York

CABLE ADDRESS "TROBINS NEW YORK"
TELEPHONE WHITEHALL 3-2858

December 11, 1941

Rear Admiral, Walter S. Anderson
Intelligence Division
Room 2706
Navy Building
Washington, D. C.

REC'D
OCT 11 1941

1942 JAN 23 10 0 19

Dear Sir:

I have hesitated to write the following letter as I am not acquainted with the present management of the Companies referred to:

The Sperry Company
The Sperry Gyroscope Company
Ford Instrument Company
Submarine Signal Company

but as the first two of those concerns have done us such incalculable harm in the past by supplying Japan with many of our most advanced instruments and devices, and as it is supposed to be difficult for an old dog to change its tricks, I feel that as a Member of the Naval Consulting Board, and at one time an Aide under your office, it is my duty to write you as follows:

I was intimately associated with the late Elmer Sperry as a member of the Naval Consulting Board before and during the last War. I believe that he was the most brilliant and thoroughly competent engineer, and at the same time the most credulous and gullible man that I have ever known. He thought evil of no one. When I saw his almost frantic efforts to secure the Navy business for his country, I at first thought it due to cupidity but later I became satisfied that his desire was not so much to make money as to gratify his colossal vanity by winning praise for his really great achievements. He thrived on compliments from any source. He was a deeply religious man and having become interested in Japan through the marriage of a woman in his family to a Japanese he came to believe that that country was a true friend of the United States. He gave money to its religious

bodies and he equipped its Navy with his newest inventions. He loved to be told that he was Japan's truest friend, and he entertained hundreds of its people when they came to this country. Often when I went to his works I found him explaining his newest inventions to Officers of the Japanese Navy. He told me that he had a manufacturing plant in Japan, but from what I have heard lately I believe that he has now licensed several Japanese concerns to manufacture his devices under his patents. I believe that these include the Mitsu Bishi Electrical Engineering Company and the Tokyo Precision Instrument Company. He told me that a Retired Rear-Admiral of the Japanese Navy was looking after his business interest, and that in order to keep up-to-date he visited the Sperry Works every year. This was either Vice Admiral Takeda or Read-Admiral Wadu; I have forgotten which.

After Mr. Sperry's death the Japanese published a book of which I have a copy. *amw* There is nothing that can make clearer the closeness of Mr. Sperry's connection with Japan. I am sending it to you for perusal. I think that you will find that at a Memorial Service held in Japan the attendance consisted of about one-quarter Missionaries and three-quarters people connected with the Army, Navy and Ship building interests. Your attention is called particularly to the chapter commencing on page 265, "Dr. Sperry's Inventions as Digested in Japan". You will note on page 270 that "Mr. Thomas Morgan, President of the Sperry Gyroscope Company sent their engineer Mr. E. P. Harris to Japan during the summer of 1930 to demonstrate this latest compass". Elsewhere in the book there is a reference to Mr. Morgan having accompanied Mr. Sperry on one of his visits to Japan.

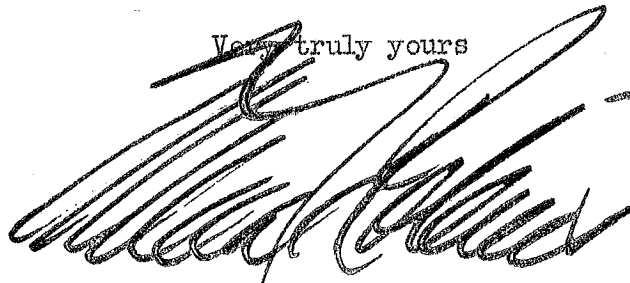
It is certainly now too late to repair the damage which has been done in equipping Japan with Sperry devices, but for other reasons I believe that the present situation should be very carefully examined. Your records will show that during the last War, I believe in 1917, your office uncovered the fact that some ninety members, mostly foremen of the Sperry Plant, had organized a "Kaiser Club", of which the

President was the General Superintendent of the factory, and that one of your operative found blueprints of the latest Navy Fire Control System in the upholstery of a sofa in that man's ~~room~~ ^{home}. The Chief of your office, Captain Welles, the Chief of Operations, and the Chief Engineer begged Secretary Daniels to arrest and interne the entire membership of the "Kaiser Club." He refused to go the whole way, but he did interne the Club's President. Within six weeks Mr. Sperry in my presence induced the Secretary to release his Superintendent. I heard him say "Mr. Secretary, I can't get along without Otto." I know that he is a good man. I know his children". On that plea the Secretary released the man who had stolen the Navy's drawings and probably intended to send them to the enemy.

If you can find the report of your Operative it will show the amount of sabotage committed by members of the Kaiser Club. I see no reason to believe that many of those men or men of the same type are not now employed in the two Sperry plants and that of the Ford Instrument Company. Whether or not that is so can be ascertained by putting a few operatives in the plant. They should be good mechanics and speak fluent German as did your man in 1917.

The Sperry Companies have been enriched by our Navy's business and why our Navy should permit that Company to sell to potential enemies devices which could not have been developed without Naval Cooperation and often with the Government's money is something which neither I nor many other people can understand. That however has nothing to do with the present danger, sabotage. I feel that the plant should be well looked after.

Very truly yours



Thomas Robins

Member and Secretary of Naval Consulting Board

Op-16

A8-5/QM/Sperry Co. (2-9-42)

Serial No. 880916

25 1942

Dear Mr. Robins:

Thank you very much for forwarding us the book,
"Dr. Sperry As We Knew Him," which has been referred to our
Far Eastern Section for their information.

We are returning the book to you under separate
cover, registered mail. I am very sorry that you were put
to so much trouble in letting us see it.

Very truly yours,

C. N. Walker,
Lt. Comdr., U.S.N.R.,
Aide to Director of Naval Intelligence.

Mr. Thomas Robins,
70 Pine Street,
New York, New York.

Dict. by Lt. Comdr. Walker,

Dict. Feb. 25, 1942,

Typed by C. Gillespy.

RECEIVED
ONE MAIL ROOM

JAN 23 PM 11 20

(S)-75-1) .CO YRROG/NO/2-5A
JAN 23 .OM JALVES

FOURTH - For "The Sperry Co. Book" which accompanied my letter of January 25, it is not replaceable; of past issue. Publ. 1-25-42

FFB 3-1942

Dear Mr. Robins:

This will acknowledge your letter of January 28, together with copy of Admiral Anderson's letter to you, dated January 25.

I am informed by our mail room that they did not follow the instructions of the Admiral, when he left this office to go to sea, that all mail of an official character should be retained by the Office of Naval Intelligence. Instead, it seems that, through error, they forwarded to him your letter and also the book which you so kindly sent for our information. I am now having a tracer put on this piece of mail, in an effort to have the book returned to this office.

If we are unsuccessful in this, we will make every effort to obtain a copy direct from the Sperry Company, as we do not have a copy of this book in our files, but would be very glad to keep a copy for reference purposes. I will, of course, notify you as soon as the results of our tracer are known.

Very truly yours,

C. N. Walker,
Lt. Comdr., U.S.N.R.,
Aide to Director of Naval Intelligence.

Mr. Thomas Robins,
70 Pine St.,
New York, N. Y.

Dict. by Lt. Comdr. Walker,
Dict. Feb. 3, 1942,
Typed by C. Gillespy.

Thomas Robins
70 Pine Street
New York

CABLE ADDRESS "TROBINS NEW YORK"
TELEPHONE WHITEHALL 3-2858

Office of Naval Intelligence
Navy Department
Washington, D. C.

Gentlemen:

Referring to letter by Lieutenant C. N. Walker of January 2nd, with reference as above, I beg to enclose copy of a letter just received from Rear-Admiral W. S. Anderson. From this letter you will appreciate that his instructions were not followed in that my letter of December 11th was forwarded to him at sea instead of being opened and acted upon in your office as it should have been.

As to the book "Dr. Sperry As We Knew Him" which accompanied my letter of December 11th, I can only ask you to make a thorough search through your files and ascertain whether or not the book was forwarded to Admiral Anderson. Insofar as I know (it is not replaceable,) and as I consider it (of much importance,) I trust that it will be found and delivered to the present Chief of the Office of the Naval Intelligence.

I would ask you to kindly advise me whether or not you have a copy of this book in your files. It was (published in Japan) and contains much matter of interest. It is possible that you may be able to obtain a copy by making a direct request to the Sperry Company.

Yours very truly

Thomas Robins

RECEIVED
ONI MAIL ROOM

January 28, 1942 JAN 29 PM 8:20
A8-5/AM/Sperry Co. (12)

Re: Op-16
A8/EN3-10
Serial No. 128516

Office of the Chief of Naval Operations

Op-16-B-3
AS-5/42/Sperry Gyroscope Co. (4-18)
Serial No. 1512

APR 20 1938

CONFIDENTIAL

From: Chief of Naval Operations.
To: Commandant, Third Naval District.
SUBJECT: Sperry Gyroscope Company - Compromising of in-
formation.

- References: (a) Asst. Insp. of Navigational Material, Sperry Gyro-
scope Co., Brooklyn, N. Y., conf. ltr., no ref-
erence number, of 11 April 1938.
(b) Insp. of Navigational Material, Navy Yard, New
York, conf. ltr. No. SB4-7(490 1255 of 18 April
1938.
(c) ComThree conf. first endorsement AS-5 Ser. No.
2144 of 18 April 1938.

1. Referring to paragraph 2 of reference (c), the Chief
of Naval Operations does not contemplate, at the present time,
placing any under-cover operatives in the Sperry Gyroscope Company.

NEM

RSH

R. S. Holmes,
By direction.

CONFIDENTIAL

Dictated by Comdr. Small
Dictated 19 April 1938
Typed by S. Waesche

Address Communications to the
Commandant Third Naval District

In reply refer to No.

A8-5

Ser. No. 2144

Headquarters of the
Commandant Third Naval District
Washington and Christopher Streets

New York, N. Y.
1st Endorsement

Telephone CANal 6-2100

(LO)

15 April, 1938

B-3

CONFIDENTIAL

APR 18 1938

From: The Commandant, Third Naval District. *A8-5/DM/Sperry Gyroscope*
To: The Chief of Naval Operations (Director of Naval Intelligence). *(4)*

SUBJECT: Confidential Information.

1. Forwarded.

2. With reference to the suggestion contained in the last sentence of paragraph 4 of reference (a), to the effect that the plant of the Sperry Gyroscope Company be placed under "under-cover" surveillance, the Commandant will take no action pending specific instructions from the Chief of Naval Operations to do so, as such action might interfere with the investigation which it is understood is now being conducted by another Federal Agency.

A. C. Stott
A. C. STOTT,
Chief of Staff.

In reply address
Inspector of Navigational Material
Building 5
Navy Yard, New York

Phone: Cumberland 6-5000
Ext. 37

And refer to
No. S24-7(490) 1255

NAVY DEPARTMENT
BUREAU OF NAVIGATION

INSPECTOR OF NAVIGATIONAL MATERIAL
NAVY YARD, NEW YORK

CONFIDENTIAL

13 April 1938.

From: The Inspector of Navigational Material.
To: The Director of Naval Intelligence.
VIA: The Commandant, Third Naval District.

Subject: Confidential Information.

Reference: (a) Letter of 11 April 1938 from Assistant
Inspector of Navigational Material, Sperry
Gyroscope Company, Brooklyn, N.Y.
(b) The "Sunday Worker," issue of March 27, 1938.

Enclosure: (A) References (a) and (b).

1. Enclosure (A) is submitted for your information.

W. D. Hoover
W. D. HOOVER.

~~CONFIDENTIAL~~

To Inspector of Navigational Material

11 April 1938

- 2 -

Note 5. Company officials including Chief Fire Control Engineer at Sperry Gyroscope Company have no knowledge of this incident and deny that it happened or that anyone was arrested by Department of Justice Agents, in connection with work on Fire Control instruments.

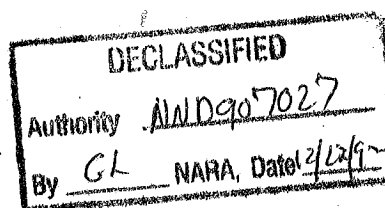
Note 6. Company officials have no knowledge of this incident.

4. While subject article is inaccurate in some details it contains enough truth to warrant the assumption that a good deal of general knowledge of activities in this plant is available to the Communist Party. The discussion of the Bomb Sight is an example. Work on the Bomb Sight within this plant has been treated in a most confidential manner by the company. It was generally believed that few people outside of the officials and men working on this Sight had knowledge that it was being built at the plant. Sperry Gyroscope Company is taking every reasonable precaution to safeguard government confidential information. They have recently, at the request and suggestion of the writer made some extensive alterations to insure against leakage of information regarding the Navy Gyro-Compass equipment. It is felt that inasfar as the Navy products are concerned every possible safeguard is now in use to prevent the disclosure of any Navy material. It is thought that the publication of this article may serve to direct the attention of foreign agents to the Sperry Gyroscope Company and that under-cover surveillance of this Plant might disclose a few trails that would be profitable to follow.

T. O. McCarthy
T. O. McCARTHY
Lieut., U. S. Navy

TOMC/m

APR 18 1938



~~CONFIDENTIAL~~

DECLASSIFIED
Authority NND907027

In reply address
Inspector of Navigational Material
Building 5
Navy Yard, New York
And refer to

CONFIDENTIAL

Phone: Cumberland 6-5000
Ext. 37

No.

NAVY DEPARTMENT
BUREAU OF NAVIGATION
INSPECTOR OF NAVIGATIONAL MATERIAL
NAVY YARD, NEW YORK

11 April 1938

To: Inspector of Navigational Material
From: Assistant Inspector of Navigational Material, Sperry Gyroscope Company, Brooklyn, N. Y.

Subject: Confidential Information - Compromising of
Enclosure (A) One Copy "Sunday Worker" March 27, 1938.

APR 18 1938

1. Enclosure A is the mouthpiece of the Communist Party in New York City. As the article on the last page of this issue seems to be of a nature that would interest the Office of Naval Intelligence it is forwarded herewith. To appreciate fully the spirit with which this article is written it is necessary to know the Sperry Gyroscope Co. is at this time the subject of an intensive campaign by the C. I. O. which campaign to date has been wholly ineffective.

2. The statements appearing in subject article have been investigated and the following information pertaining thereto obtained. The marginal notes appearing on left margin of last page of Enclosure will be dealt with in detail in the following paragraph.

3. Note 1. As far as the local inspector knows there are no Department of Justice operatives in this plant.

Note 2. Company officials are at this time conducting an investigation of the men of German ancestry and birth who are employed in the Company. This investigation is being conducted quietly and results will not be known for a week or ten days. With regard to the man Oprea mentioned in this paragraph his record has been scrutinized and to all appearances he is above suspicion. However, a complete investigation is in progress.

Note 3. There are at present 90 persons employed as inspectors in this plant. A check indicates that 5 German-born United States citizens are in this group. One of these 5 has been employed with the company for 3 and one half years and the other 4 for less than 7 months in each case.

X-X
Note 4. This paragraph reports correctly an incident that occurred during the week of February 7th - 12th. No specific information is available as to what occurred at that time other than that one J. K. Steuer, Chief Inspector for the Army Air Corps was taken out of the plant by men rumored to be Department of Justice operatives. Mr. Steuer's position as head inspector was a highly confidential one and the material he was inspecting (Army Bomb Sights) of a most confidential nature. After Mr. Steuer was escorted from the plant he did not return and no information is available as to what transpired at that time. The matter of Mr. Steuer's removal seemed to have been given some publicity within the plant. Many rumors were making the rounds but little or no real information. It will be noted that the writer of subject article has misspelled Steuer's name, indicating that he probably had no personal contact with Steuer.

-1-

CONFIDENTIAL

DECLASSIFIED
Authority NND 907027

Radio Station
TRUTH
LELAND BORDON
Page 3, Sec. 2

Sunday Worker

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Page

DECLASSIFIED
Authority ANNO907027

MARCH 27, 1938

NAZI SPIES AT AIRPORT SEEK U.S. MILITARY DATA

By LOWELL WAKEFIELD

A Seversky P-35, the "deadliest military airplane in the world today," roars through the sub-stratosphere at almost four hundred miles per hour. When its objective is still an infinitesimal speck, an almost magical Sperry bomb sight is trained. A twirl of one lever compensates for the speed of the plane; another for wind velocity; a third for cross current in the air. Released automatically at precisely the proper moment, the TNT projectile hurtles downward, striking within inches of the mark.

Anti-aircraft batteries answer a counter-attack on the Seversky's base. The bombers may be shrouded by clouds or darkness, but a superhuman gun sight picks out the sound of airplane motors. One hit in four is claimed.

At a big building in the shadow of New York's Manhattan Bridge, a thousand skilled workmen fashion these amazing machines. Employed in the main plant of the Sperry Gyroscope Company, they make, too, parts for the army's big guns, giant searchlights for war in the dark, gyroscopic stabilizers and controls for "blind flying" and for the ships and submarines of the navy.

SPY RING IN PLANT

Though the details of any particular plane are not public, the principal operation and firing control mechanisms of U.S. fighting planes, such as the P-35's, are made by Sperry.

What enemy of America would not like to worm past the Army and Navy Intelligence and Department of Justice operatives who stand guard over the secrets of this key defense industry?

Yet, the Daily Worker has charged that in every such plant are the sinister connections of the German spy ring. The arrest of an alleged spy, Otto Voss, and the charge he had obtained "for a foreign power" specifications of the Seversky P-35's made sensational news a couple of weeks ago.

The Daily Worker followed with an expose of Nazi espionage in the Fleetwing plant at Bristol, Pa., where the tail assemblies of the Seversky fighter are constructed on sub-contracts. (This information was submitted to the Department of Justice some time in advance of publication.)

4 SUSPECTS ARRESTED

And now loyal American mechanics in the Sperry plant report widespread evidence of German espionage within its walls and the arrest of four suspects by the Department of Justice.

These workers say there are in the plant at least 60 known members of the Nazi organization, the German-American Bund (which is headed by the notorious Hitler agent, Fuehrer Fritz Kuhn, and maintains the closest connections with the espionage ring and with the American fascist "super-patriotic" organizations as well). One of these Bund men, a certain Opree, is even a captain of the organization, workers told this reporter.

The Nazis and Nazi sympathizers are concentrated in the assembly and inspection departments. Significantly only workers in these departments are in a position to know the full details and specifications of the instruments manufactured. And in case of war, workers in these departments can destroy, by a hammer tap or a scratch invisible to the naked eye, the effectiveness and accuracy of the parts and machines produced.

Workers report that a week ago Friday the Department of Justice arrested two of the Germans for investigation. One of them, named Stoyer, head inspector of army parts,

was out of Sperry's during the war, when sabotage was rife, but was subsequently re-employed. It is rumored that Stoyer has since been released because of insufficient evidence.

CAUGHT TESTING MODEL

On the following Monday a man not employed in the plant managed somehow to smuggle himself into the inspection department and was caught examining one of the latest model bomb sights. Workers report that the man spoke with a pronounced German accent. He was arrested by Department of Justice agents. All workers in the plant have since been issued large identification badges on which appear each man's name and number. These are now worn on the outside of each worker's clothing all the time he is within the plant.

The same day a third worker in the plant, also a German, was arrested. As in similar cases, the Department of Justice refuses to make any statement on the matter, referring to regulations which permit only the office of the Attorney General in Washington, D. C., to issue information to the press.

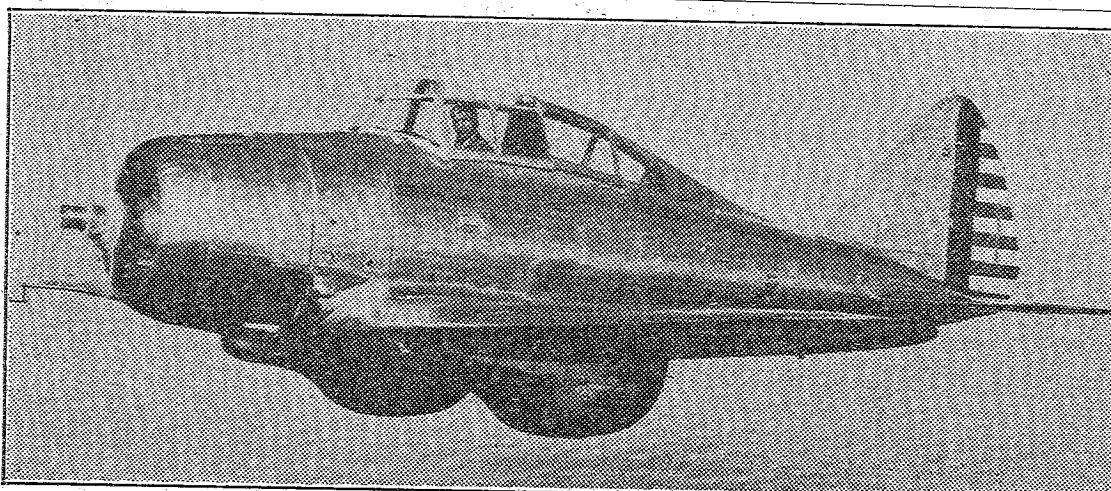
When federal investigators searched the home of one of the men picked up, blue prints of robot plane control equipment and of other instruments being constructed for the United States government were found, the Daily Worker has been informed.

HUSHED BY PRESS

Workers report also a tightening-up of employment regulations by the Sperry Gyroscope Company management. In the future no German-born mechanic will be hired unless he is a citizen. And under no circumstances will any member of a "certain German organization" (presumably the German-American Bund) be employed, whether the man be of German or of native extraction.

Revelations of Nazi espionage in the Seversky plant at Farmingdale, Long Island; in the Fleetwing plant at Bristol, Pa.; in Sperry's, here in New York; the arrest of a suspected spy, Eric Gasser, soldier at the army's air base, Mitchell Field, L. I.; the exposure of Gestapo (German secret service) agents aboard every North German Lloyd and Red Star Line ship touching these shores—these things but illustrate in part the alarming proportions of German, Japanese and Italian espionage directed against the defense armaments of the United States.

Yet, to the tory press, against collective security and devoted to the reactionaries' policy of isolation, there is no news in espionage. Three of the above sensational stories appeared only in the Daily Worker. The other two were definitely "played down" by the majority of metropolitan newspapers.



German spies want blueprints of this plane. And no wonder! John B. Haggin, an executive of the Seversky Aircraft Corporation, writes the Daily Worker: "The Seversky P-35 Army Pursuit plane (pictured above) is considered the fastest and deadliest military airplane available in the world today. At the present time the Seversky Aircraft Corporation is completing an order for 77 of these planes for the United States Army Air Corps. They are powered with Pratt & Whitney 1,000-horse power motors and are equipped with both machine guns and aerial demolition bombs. Unfortunately, due to Air Corps restrictions, the armament aboard this craft cannot be enumerated. The actual speed performance cannot be divulged either. However, it is permissible to say that it has a speed well in excess of 400 miles an hour."

Notes
1
2
3

Note 2

Note 3

IN REPLY ADDRESS
BUREAU OF ORDNANCE, NAVY DEPARTMENT
AND REFER TO NO.

NAVY DEPARTMENT

BUREAU OF ORDNANCE

MAY 25 1937

A7-2 (A7)

WASHINGTON, D. C.

~~CONFIDENTIAL~~

B-4

From: The Chief of the Bureau of Ordnance.
To : Naval Inspector of Ordnance,
Ford Instrument Company,
Long Island City, N.Y.

MAY 25 1937

A8-5/OM/Sperry Corp
scope loc-1

SUBJECT: Confidential information divulged by employee of
Sperry Company.

1. A Hearst newspaper reporter by the name of Fitzmaurice called on the Chief of Bureau on Friday, May 21, to verify certain statements made to him by an employee of the Sperry Company. Mr. Fitzmaurice said the information he had obtained would make a great story, one in which the public would be interested, but that he wanted to verify the statements before publication. The substance of his information coming from the Sperry Company is as follows:

"He understood that we were putting remote control on the big guns of our new battleships. He understood the remote control would be just the same (as this employee explained to him) as for the smaller guns. He proceeded to explain remote control for the smaller guns fairly accurately, even down to their following a searchlight beam for night work, which beam was also remotely controlled; that not even pointing locally at the gun or searchlight would be necessary, but that, regardless of motion of ship, the gun and searchlight would stay automatically on the target. The same source of information told him that everybody knew that the British had approached the Sperry Company to build a remote control for Great Britain, or, at least, that there was no secret about the British desire to have such control developed in this Country, and that the General Electric Company also had been approached."

2. I informed Mr. Fitzmaurice I would report this conversation to the Sperry Company, as I knew that Company was extremely anxious to prevent talk of this sort outside of official channels, and that such information should not be broadcast. He was very courteous

FINISHED - FILE.....

DECLASSIFIED
Authority NND907027

A7-2 (A7)

and stated that if I wished this story stopped he would stop it. I, therefore, assume the matter will not be printed.

3. Naturally, seeing my reaction to the subject matter, Mr. Fitzmaurice did not care to disclose the name of the employee of the Sperry Company who had been telling him of these devices and I did not press him for such information.

4. Please bring this letter to the attention of the President of the Sperry Company.

MES

H. R. Stark.

Copy to:

ONI

~~CONFIDENTIAL~~