

ETHYL GASOLINE CORPORATION

Kansas City Division

1917 Buchanan Street

North Kansas City, Mo.

July 19, 1941
435 North Madison
Wichita, Kansas

Mr. H. R. Berg
Ethyl Gasoline Corporation
North Kansas City, Missouri

Dear Harold:

I received a telephone call from Mr. Struble, assistant to Mr. Paul Elliott, wholesale sales promotional manager for the Standard Oil Company, informing me that they had supplied the Coleman Stove and Lamp Company with a small amount of 87 Octane Blue Stanavo to produce a series of tests requested by the United States Navy on the ability of their stove to burn satisfactorily leaded gasoline, particularly aviation fuel.

In that this operation, even in the form of testing, involved a safety situation that I was quite sure the Ethyl Gasoline Corporation would be interested in, I contacted Mr. St. John, in charge of the laboratory of the Coleman Stove and Lamp Company. This laboratory is a separate functioning operation and goes under the name of the United Laboratories.

The chief chemist is a Mr. St. John, who declined to discuss in any great detail the arrangement that was made with the United States War Department for the Navy concerning these tests. He did, however, show me the equipment they were testing, and also was very kind and cooperative in letting me view their laboratory. The laboratory is very modern, and these tests on leaded gasoline operating in these burners are being conducted in an enclosed, hooded burner box that is supplied with both induced and forced draft ventilation. The tests are conducted in my opinion, with the very maximum of safety on the part of the chemist involved in this work. Rubber gloves and rubber aprons are used at all times. No one is allowed to open the hoods where the burners are being tested except under the supervision of the head chemist, Mr. St. John.

Mr. St. John then took Mr. Struble and me in to see Mr. Sheldon Coleman who gave me the following information:

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They had been requested by the United States War Department as authority for the United States Navy, to conduct a series of tests to determine whether or not a small burner they were producing for the Navy would satisfactorily burn aviation fuel. It might be well to explain that this burner is built into the fuselage of the plane and operates as the heat element for condensation unit. This unit is used to condense and distill sea water and convert it into water that is suitable for drinking purposes. The burner operates on the inside of the fuselage of the plane and although the Navy anticipates having white gasoline on hand at all times, they feel that a situation might occur in which no white gasoline would be available, and the only fuel would be that which could be drained from the tanks of the plane.

Mr. Coleman informed me that he definitely refused in the beginning to have anything to do with any units built by the Coleman Stove and Lamp Company that would involve the use of leaded gasoline; further informs me that he has on two separate occasions consulted Dr. Kehoe and also Dr. Edgar on these matters, and that he did not intend to become involved in any situation that might result in lead poisoning that could be blamed either directly or indirectly on units built by the Coleman Company.

He further informs me that he notified the War Department to that effect. They in turn ordered him to make the tests, and presented him with a certificate exonerating the Coleman Company from any responsibility that might result from using leaded gasoline in these special burners.

The tests that are being conducted at the present time are not satisfactory principally because it is my understanding that the Navy is not using a fuel in any way similar to Stanavo 87 Octane fuel. Furthermore, the fluid used in the Navy's fuel is not the same as that used by the Standard Oil in producing their Stanavo fuel. Therefore, the results of the tests that have been made to date are not satisfactory, and the Coleman people face the problem of securing a fuel like that which will be used in the aviation motors of the Navy.

I have informed Mr. Coleman that I doubt that we shall be able to offer any assistance in securing a quantity of the Navy's aviation fuel, but I shall see you in Kansas City Monday, July 21st, and shall have a further discussion with you concerning this matter and will advise him whether or not we can offer any assistance in securing the fuel. Mr. Coleman in turn has assured me that they will be very happy to cooperate in any way with the Ethyl Gasoline Corporation during the series of tests that they are forced to conduct, and that any information that might be secured from the Ethyl Gasoline Corporation that would in any way help them, would be greatly appreciated.

No commitments have been made nor instructions given relative to this matter. I have informed Mr. Coleman that any information regarding the

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subject must come through my superiors, and that I am not authorized to make any comments or commitments relative to these matters.

I have a sample of the burner jet that becomes clogged that I shall present to you Monday at Kansas City.

I trust that the above will be satisfactory.

Very truly yours,

Chas. H. Welch

CHW:M

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