A Bibliography Commemorating the One-Hundredth Anniversary of the

FIRST POWERED FLIGHT • DECEMBER 17, 1903

Compiled by Arthur G. Renstrom
With Additional Contributions by Roberta W. Goldblatt, Carl Minkus, and Karen L. Berube

WILBUR & ORVILLE
WILBUR & ORVILLE WRIGHT

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Orville Wright (August 19, 1871—January 30, 1948).
(NASA History Office)

Wilbur Wright (April 16, 1867—May 30, 1912).
(NASA History Office)

Facsimile of the telegram sent by Orville Wright on December 17, 1903. Note the error in the spelling of Orville's name and the error in listing the air time: the longest flight was actually 59 seconds.
(NASA History Office)
FOREWORD

An Appreciation of Arthur Renstrom

The publication of this revised and updated edition of the classic, *Wilbur & Orville Wright: A Bibliography Commemorating the Hundredth Anniversary of the Birth of Wilbur Wright, April 16, 1867*, is an event worth celebrating. I have three copies of the 1968 Library of Congress original: one within easy reach at home, one within easy reach at work, and a third copy squirreled away just in case one of the other two goes missing. All three copies are dog-eared and literally coming apart at the seams. Few books in my library have seen more use over the years.

It is fitting to open this new edition with a few words about the extraordinary scholar who created the bibliography. The Wright brothers were still perfecting their invention when Arthur George Renstrom was born in Willmar, Minnesota, in 1905. He earned a BA from the University of Minnesota, a BS in library science from Columbia University. He joined the Library of Congress staff as a cataloger in 1931, and found his true calling when he became reference librarian of the Aeronautics Division in 1935. Over the next four decades, he developed a well-earned reputation as the leading American bibliographer of the air age, with a string of important publications that included: *Principal U.S. Investigations in Aeronautics, 1918-1937* (1938); *Subject Headings for the Aeronautical Index* (1940); *Aeronautic Americana: A Bibliography of Book and Pamphlets on Aeronautics Published in America Before 1909* (1943); *Aeronautics in Alaska: A List of References* (1944); *United States Aviation Policy: A Selective Bibliography* (1947); and *Aeropolitics: A Selected Bibliography on the Influence of Aviation on Society* (1948).

The classic photograph of the first powered flight at Kitty Hawk, North Carolina, on December 17, 1903. Orville Wright is on the airplane; older brother Wilbur looks on from the sidelines.

(NASA History Office)

Mr. Renstrom served as Assistant Head of the Aeronautics Division until 1953, when that unit was reorganized as a section of the Science and Technology Division. He was eventually named head of the Aeronautics Section, a post that he held until his retirement. While he never lost interest in the early history of flight, he was by no means mired in the past. For several years he produced an annual, *Aeronautics and Astronautics: Chronology on Science, Policy, and Technology*, for the National Aeronautics and Space Administration. He also compiled *Aeronautical and Space Serials: A World List* (1962), *A Bibliographic Note on the History of Rocket Technology* (1964), and *UFO's and Related Subjects: An Annotated Bibliography* (1969).

Arthur Renstrom retired on July 31, 1975, after 44 years of service to the Library of Congress. He died in Roseville, Minnesota, on March 19, 1991.

As a graduate student, I was fortunate enough to have done research in the Science and Technology Division when Marvin McFarland and Arthur Renstrom were still very much in charge. Both men took genuine delight in sharing their unparalleled command of the literature of flight and their commitment to meticulous scholarship, qualities that are apparent in their publications.

This new edition has been updated to cover the years since 1968. That work was undertaken by the Federal Research Division of the Library of Congress under contract with the U.S. Centennial of Flight Commission. The bibliography is now online at the Centennial of Flight Commission web site, <http://www.centennialofflight.gov/1903_bib.htm>. We can thank the NASA History Office for reissuing it as a monograph. I have no doubt that copies of this edition will grow dog-eared and smudged from years of use by a new generation of enthusiasts fascinated by the story of Wilbur and Orville Wright. Thank you Mr. Renstrom.

Tom D. Crouch
Senior Curator, Aeronautics
National Air and Space Museum
Smithsonian Institution
June 6, 2002
Other Bibliographic References

Jakab, Peter L., and Young, Rick, editors. Published Writings of Wilbur and Orville Wright. Washington, D.C.: Smithsonian Institution Press, 2000, 316 pp., +illus.

Comprehensive source in a single collection of the published writings of Wilbur and Orville Wright—their journal articles, transcriptions of speeches, letters to the editor, transcriptions of testimony to congressional committees, and interviews.


An invaluable reference source, this guide describes the Wright brothers’ manuscripts and records: containing aeronautical and non-aeronautical writings and papers, Bishop Milton Wright’s papers and genealogical materials, photographs, and recognitions and memorabilia. The guide also contains Wilbur Wright’s deposition from the “Brief and Digest of the Evidence for Complaint on Final Hearing,” in the case of The Wright Company Vs. Herring-Curtiss Company, and Glenn H. Curtiss titled: “Narrative of the Wright Invention.” Also includes an index of persons, places, and selected subjects.


Comprehensive bibliography of literature on or by the Wright brothers published worldwide through 1967, commemorating the 100th anniversary of the birth of Wilbur Wright in 1867. Includes an extensive index of authors, persons, and institutions. Bibliography of 2,055 entries.


Comprehensive bibliography of sources for more than 1,600 photographs relating to the Wright brothers, many by the Wright brothers themselves. Includes about 45 sources for works of art, about 50 for cartoons, and about 25 for audiovisual materials. Also includes an extensive index. Bibliography of over 1,700 entries.


Provides a selective but extensive guide to resources for research on the Wright brothers. Includes collections related to the Wright Brothers available to the public at selected museums and libraries, a selective bibliography of 34 citations, a selected list of websites, a chronology, and an index.


Summarizes the collection of papers of Wilbur and Orville Wright, both published and unpublished, given to the Library of Congress in May, 1949, by the executors of Orville Wright’s estate, and additional materials subsequently donated by other sources, 1949-1973.

Includes diaries and notebooks (1900-1919), family correspondence (1881-1924), general correspondence (1899-1948), subject file of materials by others, scrapbooks (1902-1948), articles by the Wright brothers and miscellaneous biographical information, and ancillary papers which consist of the typescript of the “Papers of Wilbur and Orville Wright,” edited by Marvin W. McFarland, originally published in 1953.

Published Writings of Wilbur and Orville Wright

Wilbur Wright


As far as can be ascertained, this brief article and “Die Wagerechte Lage Während des Gleitfluges” (see below) by Wilbur Wright constitute the first aeronautical writings of the brothers to appear in print.


Comment on an editorial in the June 25th issue of the magazine and the use of the term “open flights” with reference to the Wrights.

———. Experiments and Observations in Soaring Flight. [Preprint of Journal of the Western Society of

Published Writings of Wilbur and Orville Wright

Wilbur & Orville Wright

Engineers.] Chicago: Western Society of Engineers, 1903, 18 pp., +illus.


Paper presented before the Western Society of Engineers, June 24, 1903, giving an account of gliding experiments at Kitty Hawk, N.C., September and October 1902. Discussion and questions by Octave Chanute and others.


The use of Wilbur Wright's signature on this article was unauthorized. See editor's retraction, with apologies, in Independent, February 25, 1904, p. 455 and March 10, 1904, p. 574.


Contributed to a “Sportsman’s Number” of the magazine.


Abridged in L’Aviation illustrée, Mar. 20, 1909, vol. 1, no. 9, p. 4; La Conquête de l’air, Apr. 1, 1909, vol. 6, no. 7, p. 3.

Discussion of “Daily Mail” prize of $10,000 offered to first flyer to complete journey from London to Manchester within a period of twenty-four hours and with only two stops en route.


In this, “Experiments and Observations in Soaring Flight” and “Some Aeronautical Experiments” are abridged and combined.


Tribute written shortly after Chanute's death on November 24, 1910.


Wilbur Wright's last article, written May 1912, a day or two before he was stricken with typhoid fever. Attempts to define Lilienthal's place in aeronautical history. Published posthumously.

———. Some Aeronautical Experiments. Reprint from Journal of the Western Society of Engineers. [Chicago: Western Society of Engineers, 1901] 22 pp., +illus.


Paper presented before the Western Society of Engineers, September 16, 1901. First extensive public account of the Wrights' gliding experiments at Kitty Hawk, N.C., October 1900 and July and August 1901. Introduction by Octave Chanute, president of the Society, at whose invitation the address was made. Few other articles on the subject have been so frequently reprinted or widely quoted.
Published also in *Flight*, December 31, 1910, vol. 2, p. 1083.
Letter to the editor of *Aero* objecting to editorial in same, November 26, 1910, p. 12, which distorted Wrights' views. States Wrights believed in "all kinds of flying which demonstrate the merits of the machine."

Cites advantages of the horizontal position of the operator during gliding flights as opposed to the upright position used by earlier experimenters.

Depreciation of French claims for Ader as the first to achieve heavier-than-air flight. Quotes extensively from *Report of the Trials of Mr. Clément Ader's Aviation Apparatus*, General Mensier, Chairman of the Committee, October 21, 1897.

Prompted by the erection of a monument to Louis-Pierre Mouillard at Heliopolis, Egypt, February 25, 1912, under the sponsorship of the so-called Ligue Aérienne. It had been claimed that Mouillard conceived the use of wing warping and its application to lateral control, and that this concept had been communicated to the Wrights by Octave Chanute.

Orville Wright

Published also in *Flying*, Feb. 1917, vol. 6, no. 1, p. 64.

Address by Orville Wright, January 5, citing advantages of air travel for reaching national parks and need for additional landing facilities in or near them. Includes introductory remarks by the presiding officer, Dr. H. M. Rowe.

Interview statement by Orville Wright in answer to question submitted to leading American aviation experts: "What is Ahead in Aviation?"

A résumé of the postwar developments in the use of the aeroplane for pleasure and commerce.

Entry of December 17, 1903, Orville Wright’s Diary D.

Published also in *Congressional Record*, Feb. 8, 1927, vol. 68, pp. 3281–3282.
Brief account contributed by Orville to article "Winged Pioneers," which includes statements by thirteen noted aviators and aeronautical engineers.

Brief comment on the general use of the aeroplane.

Predicts commercial future for the aeroplane.
First extensive authentic account of the Kitty Hawk flights of December 17, 1903.

Introduction to Hayward, Charles B. *Practical Aeronautics*, Chicago: American School of Correspondence, 1912, p. xv.

Approves of Hayward's account [pp. 107-126] of Wrights' early work, especially the chapter on their patent litigation [pp. 505-524]. This chapter was omitted from the 2d ed.


Published also in *Air Service News Letter*, Jan. 7, 1924, vol. 8, no. 1, pp. 2-4.

Text of speech written by Orville Wright on the twentieth anniversary of the December 17, 1903, flights and broadcast over radio station WLW, Cincinnati, December 16, 1923.


Opinion as to cause of Lieut. Henry E. Seville's fatal accident, March 13, 1912.


Contributed by Orville Wright to symposium on question: "What is the most pressing scientific achievement now required in the field of your special interest and deserving the first attention of American inventive genius during 1922?"


Account of the Fort Myer accident, September 17, 1908.

Published also in *U.S. Air Services*, Apr. 1953, vol. 38, no. 4, p. 7.

Comment on statement in *Reader's Digest*, July 1945, p. 57, in an article "The Man Who Knows Everything," by Mort Wesinger (abridged from
Published Writings of Wilbur and Orville Wright

Liberty, April 28, 1945), re-regarding “Gustave Whitehead, the first man to fly a heavier-than-air machine, two years, four months and three days previous to the Wright flight at Kitty Hawk.”

Published also in Slipstream, Sept. 1927, vol. 8, no. 9, pp. 15–16; Wright Engine Builder, Dec. 1928, vol. 10, no. 12, pp. 3–5.
Brief statement on the 1903 Kitty Hawk flights.

“Made up entirely of excerpts from letters written at Kitty Hawk by Wilbur and me to our sister Katharine ... The story of the first flight is not included.”

—. Our Recent Experiments in North Carolina. By Wright Brothers [Orville Wright]. Aeronautics, June 1908, vol. 2, no. 6, pp. 4–6, ports.
Brief note on flights of May 6–14, 1908.

Presents view that the importance of soaring flight was being exaggerated as result of the experiments in Europe in 1922, and that the powered aeroplane would remain unrivaled as a means of transportation as would the wind tunnel as a source of precise aerodynamic knowledge.

Translated excerpts from “The Wright Brothers’ Aeroplane” by Orville and Wilbur Wright.

Emphasizes reduced landing speeds as an essential factor.

Address presented at the Franklin Institute, May 20, 1914.

Published also in Dayton Motor News, Dec. 1928, vol. 6, no. 12, p. 3.
Brief twenty-fifth anniversary statement.

On Orville Wright’s copy of this publication, he ruled out his name and wrote in that of F. C. Makeley as the author.

Very brief statement by Orville Wright, one of eleven opinions by eminent American inventors answering the question submitted to them by Science Service: “The Next Great Invention: What Does the World Need Most?”


Continued in later editions.

Orville Wright and Dr. Charles D. Walcott, Secretary of the Smithsonian Institution, present both sides of the controversy.

—. Wright’s First Statement Since the War. U.S. Air Services, Dec. 1921, vol. 6, no. 5, p. 8.
Statement submitted to the Aeronautical Chamber of Commerce on the eighteenth anniversary of the first flight. Stresses importance of the 1901 wind-tunnel experiments.
Wilbur and Orville


Publication of the Wrights’ letter of March 2, 1906, to Augustus Post, Secretary of the recently created Aero Club of America, summarizing their 1905 experiments.

———. Miracle at Kitty Hawk; the Letters of Wilbur and Orville Wright, edited by Fred C. Kelly. New York: Farrar, Straus and Young, 1951, 482 pp., +illus.


Selections from approximately 500 letters in the Wilbur and Orville Wright Papers in the Library of Congress.


Comprises selections from the Wright collection bequeathed to the Library of Congress by the Orville Wright Estate in 1949 and from the Octave Chanute papers deposited in the Library in 1932 by his daughters, Elizabeth C. and Octavia. Included is the correspondence between Wilbur and Octave Chanute (1900–1910), early leader in the aeronautics field; excerpts from the Wright diaries and notebooks (1900–1919) and from Wright family correspondence; wind-tunnel tables, propeller notebooks, and many other selected articles, lectures, and writings of the brothers.


Gives comparative data for 1903, 1904, and 1905 Wright aeroplanes. Appended are letters to the Aero Club of America from four witnesses of flights made by the Wrights at Dayton in 1905.

Orville and Wilbur

Extensive account of the Wright brothers' papers received by the Library of Congress, May 27, 1949, from the Estate of Orville Wright, giving history of acquisition and outline of contents and materials in the collection.


Letter to the editor setting forth grounds for the recent German Patent Office decision nullifying main claims of the Wright German patent.


Brief note on flights carried out in May 1908.


First popular presentation by the Wrights of their aeronautical achievements. Though it appears under joint authorship, the article was entirely the work of Orville Wright.


Statement prepared for the Associated Press by the Wrights to correct printed information about their December 17, 1903, flights. This appeared in many of the Associated Press newspapers on January 6.

Interviews, Speeches, Statements


Predicts future of the aeroplane in use for military purposes.


Interview with Wilbur Wright on his training and instruction methods.


Wilbur Wright states that future development of aviation will be in high altitude flying because of the more favorable atmospheric conditions provided by upper air strata.


Includes brief remarks by Wilbur Wright on occasion of dinner given in Wrights' honor.

Published Writings of Wilbur and Orville Wright

Wilbur Wright's statement as to probable cause of accident which killed Ralph Johnstone in Denver, November 17, 1910.


Includes brief address by Wilbur Wright at the sixth annual banquet of the National Geographic Society, Washington, January 14, 1911, honoring the United States Army and the invention of the aeroplane by the Wright brothers.


Wilbur Wright’s communication to Paris edition of an American newspaper explaining failure of Wright Company to enter a machine in the Gordon–Bennett race.


Statement made in Baltimore, March 24, that he favors cross-country reliability flight in preference to speed contest.


Includes Orville Wright’s statement that company is building only regulation machines.


States that he has no faith in principle of the Sperry gyroscope.


Includes brief statement by Orville Wright acknowledging honor done him at anniversary dinner given December 18 by the Aeronautical Society.


Reproduces Orville Wright’s letter of February 13, 1914, to the editor.


Kelly, Fred C. Flying Machines and the War; an Interview with Orville Wright. Collier's, July 31, 1915, vol. 55, pp. 24-25.


Orville states that the aeroplane will prevent war by making its cost prohibitive.


Includes brief comment by Orville Wright on proposed transcontinental air race for the Ralph Pulitzer trophy.


Dinner given at Delmonico’s in New York by Grover Loening. Includes brief excerpts from Orville’s speech on hardships and discouragements he and his brother experienced in their early experiments.


Published also in Aviation, Apr. 1, 1917, vol. 2, pp. 224-226.

Extensive interview in which Orville Wright stresses peacetime uses of the aeroplane.


Orville Wright’s comments on the Aircraft Production Board and the government’s proposed aircraft manufacturing program.

Brief Statement on Aircraft and War on Occasion of the Awarding of a Doctor of Science Degree by the University of Cincinnati. Aerial Age Weekly, July 2, 1917, vol. 5, p. 521.


Brief quotation from interview with Orville Wright.


Includes Orville’s statement on airplane as an instrument of peace.


Includes quotations from interview with Orville Wright.

Orville’s reported comment on occasion of death of Raoul Lufbery in a “flying tank.”


Interrogation by Charles Evans Hughes.


Testimony before the President’s Aircraft Board, October 12, 1925.


Kelly’s report on his interview with Orville Wright in Dayton.


Similar interview published in the *New York Times*, December 17, 1933, with title “Kitty Hawk Memories, Orville Wright Chats on the Brief History of Aviation.”


Quotes from interview with Orville Wright, December 17 at Columbia University, reported in *New York Times*.


Orville Wright’s statement to the editor on a visit to Washington, April 24–25, 1941.


Interview at Dayton, November 6, by Fred C. Kelly, reprinted from St. Louis *Post-Dispatch*, Sunday, November 7, 1943, giving Orville Wright’s views on the military aeroplane, and its use in World War II as contrasted with the Wrights’ early conception of its use.


An interview with Orville at his laboratory in Dayton.


Press interview with the editor several weeks before Orville’s death.

**Biographical References**

**Wright Brothers**

**Books**


A Swedish translation of the Wrights’ *Century Magazine* article “The Wright Brothers Aeroplane” with a brief introductory statement and tribute by the author on the occasion of the 25th anniversary of the December 17, 1903, flights.


Adams, Heinrich. *Flug* ... Leipzig: C. F. Amelangs Verlag, 1909, 144 pp., +illus.

Short history of aviation devoted largely to the Wright brothers with a detailed account of their 1908 and 1909 flights and including a German translation titled “Unser Flieger. Die Erfindung des Fliegens” of their article originally published in the September 1908 issue of the *Century Magazine*, pp. 30–44.
Biographical References


Albertson, Catherine. Wings Over Kill Devil and Legends of the Dunes. Elizabeth City, N.C., [1928], 37 pp., +illus. Privately printed in an edition of 25 copies. Includes William J. Tate’s account of his association with the Wright brothers at Kill Devil Hill in North Carolina.


Berger, Sarah M. The Beginning and Future of Aviation [Dayton, Ohio, 1929], 59 pp., +illus. Account of Dayton’s role in the development of the aircraft industry emphasizing activities of the Wright brothers.


Account of the Wright brothers and their aeroplane by their Belgian representative. Based on French sources with section devoted to Wilbur Wright’s flights in France and to the flights of his pupils Count de Lambert and Paul Tissandier. Includes an extensive account, titled “Les négociations commerciales,” of their negotiations for the sale of their aeroplane.


Carmer, Carl L., ed. From Flying Kites to Flying Machines (Wilbur and Orville Wright). In his Cavalcade of America, the Deeds and Achievements of the Men and
Biographical References


Includes two chapters devoted to the Wrights, “The Birth of Aviation” which recounts their early flying experiments and “The First Army Airplane” which is an account of their negotiations for the sale of their aeroplane to the U.S. Army and of their Fort Myer trials, 1908-1909.


A popular account of the early experiments of the Wrights.

Cobianchi, Mario. I voli di Wilbur Wright a Roma. In his Pionieri dell’aviazione in Italia, Rome: Editoriale Aeronautica, 1942, pp. 16–18

Account of Wilbur Wright’s flights at Centocelle, near Rome in April 1909.


Biography of the Wright brothers based on both original and secondary sources. Emphasis is on the technical problems of flight and how the Wright brothers solved them, but is presented in popular terms. The first author, a pilot himself, describes the sense of awe in flying, in often emotional terms. Includes photographs, drawings, and an index.


Includes brief mention of early Wright activities in Dayton.


Discusses roles of Wrights in history of Dayton.


An account of the Wright brothers’ activities, 1899-1905.


Reminiscences by long-standing friend of Orville Wright, a former governor of Ohio and owner of the Dayton Daily News.


The article presents opposing arguments as to the authenticity of a purported 1893 photograph depicting Wilbur and Orville Wright in the Wright brothers’ bicycle shop in Dayton, Ohio.


Detailed biography of the Wright brothers. Emphasizes their relationships with their other siblings and relatives and especially the influence of their father, Milton Wright (1828-1917), who was elected a bishop of the United Brethren Church in 1877. Includes photographs, quotes from numerous original sources as well as citations of numerous secondary sources, and an extensive index.

Chapter notes pp. 531–575, and bibliography of over 150 entries.


Published also in a German translation by same publisher, with title, “Die Berühmte Erfinder,” 1951, pp. 248–250, +illus.


Chapter three, pp. 49–69, titled “The First Winged Eagles,” is a popular treatment of the Wright brothers.


Issued on the occasion of the twenty-fifth anniversary of the first successful flight.


Includes photographs of all six bicycle shops of the Wright brothers as well as the Wright family’s homes.


An easy-to-read biography of the Wright brothers who built and flew the first powered airplane in 1903.


Published also in 1942 edition.


Freudenthal, Elsbeth E. Flight into History; the Wright Brothers and the Air Age, Norman, Okla.: University of Oklahoma Press, 1949, 281 pp., +illus.


Biography emphasizing the business affairs of the Wrights and their relationship with Octave Chanute, with frequent quotations from the extensive Wright–Chanute correspondence, but minimizing and distorting their real contribution to the development of the aeroplane. Includes numerous footnotes and a bibliography, pp. 253–261.


Included also in 10th ed., 1965.

Concise account of the Wright brothers by the senior curator and historian, National Air and Space Museum.


Presentation of evidence supporting Santos-Dumont and that supporting the Wrights in their claims to the honor of first achieving powered flight.


A comprehensive, well documented, and excellently illustrated technological history by an aeronautical historian associated for many years with the Victoria and Albert Museum, London, emphasizing the role of the Wright brothers in the development of the aeroplane. The experiments, achievements, flights, gliders, and aeroplanes of the Wrights are extensively covered in many chapters and sections, particularly sections 9–11, 13–14, 17–18, 22–23, 42–45, and 57. Eight appendices include data on Wright aeroplanes, engines, control systems, flights, and the Wrights’ influence on the revival of European aviation, 1901-1903. Includes bibliography, pp. 353–355.


Chapter XI of this book, titled “The Invention of the Aeroplane,” deals with the early Wright experiments and the technical development of their aeroplane, 1900-1908.


Concise and authentic survey of the Wright brothers’ achievements, their early gliding experiments, 1900-1902, their aeroplanes and powered flights, 1903-1905, their patent and flight control systems, their flights in France and the United States in 1908-1909; Wright aeroplane modifications, 1909-1911, and their influence on aviation abroad during the period 1902-1909.


Deals extensively with Katharine’s brothers, Orville and Wilbur.


With contributions by Roger E. Bilstein, Marvin W. McFarland, and others.


Essentially a popular history of aeronautics with less than half, pp. 1–12, 86–114, devoted to the Wright brothers.


A popular general account of the Wright brothers. Includes tables of (1) Wrights’ flights at Kitty Hawk, N.C., 1903-1905, p. 149; (2) Wrights’ flights at Kitty Hawk, May 6-14, 1908, p. 150; and (3) Orville’s flights at Fort Myer, Va., Sept. 3-17, 1908, p. 150.
Biographical References


Account of Wright 1903 flights and their significance.

Hildebrandt, Alfred. Die Bruder Wright; eine Studie über die Entwicklung der Flugmaschine von Lilienthal bis Wright ... Mit 44 Abbildungen. Berlin: Otto Elsner Verlagsgesellschaft m. b. H., 1909, 64 pp., +illus.

Based largely on materials on the Wrights sent the author by Octave Chanute and on an interview and materials obtained from Bishop Milton Wright on a visit to Dayton. Hildebrandt was the first European to do full justice to the achievements of the Wrights.


Popular account of the Wrights through the year 1908.


Detailed biography of the Wright brothers. In the preface to the 1987 edition, reprinted here, the author states that his purpose is to provide a more complete account of the attempts of others to solve the problem of flight at the same time as the Wright brothers, and to provide a more complete account of the Wright brothers after 1909, than earlier biographies. Includes photographs, quotes from numerous original sources, as well as citations of numerous secondary sources, and an extensive index. With corrections.

Chapter notes pp. 447–514, bibliography over 100 entries.


A simple, large-print introduction to the lives and work of the Wright brothers who invented the first engine-driven flying machine. Includes a brief glossary, index, and suggestions for further reading.


Sketches the lives of the Wright Brothers who were responsible for the first flight of a machine powered aircraft on December 17, 1903.


Appears also in translation in Spanish, Portuguese, Swedish, and Italian editions.


Unaltered reprint, originally published as the Wright Brothers: A Biography Authorized by Orville Wright by New York, Harcourt, Brace & Company, 1943 (below).

Popular but detailed biography, and the only authorized biography, of the Wright brothers (authorized by Orville after Wilbur's death). Includes photographs and an extensive index.


A Bibliography References


Kelton, Nancy. Illustrated by Tom Hamilton. Sled the Brothers Made. Milwaukee, Wisconsin: Raintree Editions, 1971, 31 pp., +illus
Recalls the experiences of the young Wright brothers who were introduced to principles of aerodynamics while building a sled.

Biography of the Wright brothers from 1900 on, with emphasis on their activities and personal associations in North Carolina, based on original as well as secondary sources. The author argues that the unique geography, wind conditions, and people of North Carolina, enabled the Wright brothers to succeed there where they probably would not have anywhere else. Includes original photographs and an index.

Frequently cited by Orville as one of the best accounts of the Wright brothers to this date.

Brief biography of the Wright brothers. In Afrikaans.

Short biographies of selected Americans, with a chapter devoted to each, to serve as inspirational examples for older children. One chapter is devoted to the Wright brothers. Bibliography, pp. 298–300, of which 2 refs. are pertinent to the Wright brothers.


Included also in later editions.

Includes account of Loening's association with the Wright Company, 1913-1914, pp. 30–48.

Biographical entry on Orville and Wilbur Wright, pp. 200–202.


Romantcized biography in which interviews with the Wright family and accounts of the Wrights are presented in a highly dramatic and inaccurate form.


Includes references to Deed’s relationship and friendship with the Wrights.


Includes references to Deed’s relationship and friendship with the Wrights.


Author discusses the military significance for Germany of the development of the airship by Zeppelin and of the aeroplane by the Wrights.


A popular account of the Wright brothers.


The niece of Orville and Wilbur Wright discusses the characters and family life in Dayton, Ohio, and elsewhere between 1901 and 1948.


Biographical References


Extensive discussion of Wrights’ flights and claims in sections titled “The Flight with the Heavier-than-Air Machine” and “Priority in Airplane Flying.” Quotes extensively from accounts of the Wrights by Captain Ferber and John McMahon in his book The Wright Brothers. Casts doubt on Wright claims and concludes that Santos-Dumont “was the first man to fly in a heavier-than-air machine.”


Commemorative brochure including reprints of “The Wright Brothers’ Aeroplane” by Orville and Wilbur Wright, “How We Made the First Flight,” by Orville Wright, and “Some Aeronautical Experiments,” by Wilbur Wright.


First published monograph on the Wrights, describing their early experiments as reported in France, primarily in L’Aérophile and L’Auto, and reprinting many published letters and documents from these publications. Includes a Wright chronology, 1900–August 8, 1908.


Enlarged edition of the above with four additional chapters including an account of Wilbur’s flights at Le Mans, Orville’s flights at Fort Myer, extensive chronological tables of these flights, and a translation of the Century Magazine article by the Wrights, September 1908.


Sets forth Brazilian viewpoint that Santos-Dumont was the first to achieve powered flight.


Included also in the first and second editions of this work, 1926 and 1929, pp. 21–35.

A popular account of the Wrights and their activities through 1908.


Comprehensive and detailed chronology (1867–1971), of the Wright brothers’ lives and pertinent events after their deaths. Includes the Wright brothers flight log (1900-1918) and an extensive index. The year 1971 was the 100th anniversary of the birth of Orville Wright.


A biography on the Wright brothers, including how their mother taught them to analyze problems, inventing a newspaper-folding machine, building their own bicycle, and refusing to give up their dream of flying an airplane. First copyright 1950.


Profiles the lives and achievements of nine pioneers
in American aviation, including the Wright Brothers. Includes chronologies, suggestions for further reading, and an index. Includes biographical references.


A biography of the brothers who made the world's first flight in a power-driven, heavier-than-air machine at Kitty Hawk, North Carolina, in 1903. Richly illustrated, it includes a detailed table of contents as well as a glossary. Includes bibliographical references, web sites, and an index.


Tate, William J. *Brochure of the Twenty-Fifth Anniversary of the First Successful Airplane Flight, 1903–1928; Kitty Hawk, N.C., December 17, 1928.* [Kitty Hawk, N.C.: The Author, 1928], 12 pp., +illus. "Compiled from photos, magazine articles, speech of Wilbur Wright before the Western Society of Engineers, Chicago and general data collected and kept by Wm. J. Tate including some extracts from personal letters from Orville Wright," p. 1.


Taylor, Richard L. *First Flight: The Story of the Wright Brothers.* New York: Franklin Watts, 1990, 64 pp. Describes how the Wright brothers developed the first airplane and places their achievement in the context of the aeronautic technology of the time. Includes numerous photographs and an index. Includes bibliographical references.

Biographical References


Abridgements of these chapters originally published in Army-Navy Air Force Register, June 1-August 17, 1957.

Chapters 1–10, pp. 1–79, concern the Wright brothers’ negotiations with the War Department for the sale of their aeroplane, 1905–1908; the Fort Myer trials, 1908 and 1909; and the training of Lieutenants Frank P. Lahm and Benjamin D. Foulois by Wilbur.


Popular but detailed and informative biography of the Wright brothers. Includes a general history of flight and many excellent drawings illustrating the principles of flight.

In Japanese.


Preprint of a section from Aerosphere, 1943.


In Pioneers of Progress, pp. 85–88, +illus.


Includes extensive reference to the Wright brothers, pp. 126–148, 158–162.


Reprinted from Bulletin de la Société archéologique le Vieux Papier.

Address by the head of the French Wright company discussing his association and dealings with the Wrights.


The Wright Brothers. Dayton, Ohio: Carillon Park, [1949], [26 pp.], +illus.

Wright Hall in Carillon Park houses the restored 1905 Wright aeroplane.
Biographical References

A pictorial record of the Wrights.

Brochure prepared for distribution at the exhibition of the Wright 1903 aeroplane at the Massachusetts Institute of Technology, Boston, June 11, 12, and 13, 1916.

Includes bibliography, p. 198.

Periodical Articles

Deals with and stresses the significance of the early Wright gliding experiments, 1900-1902.

Introduction to the engineering problems the Wright brothers faced and how they solved them for the first successful flight. Includes a brief historical account of that day.

Deals primarily with Dayton, Ohio, and its influence on the Wright brothers.


Stresses achievements and accomplishments of the Wright brothers.

Series of eleven articles on the Wright brothers.

Brookins, Walter R. Early Days with the Wright Brothers. Chirp, June 1936, no. 16, p. 3.
Reminiscences of a neighbor of the Wrights in Dayton who learned to fly at Montgomery, Alabama, under instruction of Orville Wright and was later put in charge of Wright Flying School.


Author’s reminiscences of his early flying days, including account of his associations with the Wrights, 1910-1912.


Popular account by a Belgian World War I air ace, based on The Wright Brothers: Fathers of Flight, by John R. McMahon.

Biographical References

Golden anniversary tribute by the Director, National Advisory Committee for Aeronautics.

General review of the Wrights and their achievements on the occasion of the fiftieth anniversary of their first flights at Kitty Hawk, N.C.

Chapter 2, pp. 5–8, is titled “A New Dimension for Travel—the Wrights.”

Author’s reminiscences of his long acquaintance and association with the Wrights, beginning in 1908 when he was a reporter on the New York *Tribune* and continuing until Orville’s death, January 30, 1948.

Includes brief sketch of the Wright brothers.

Wright brothers’ fiftieth anniversary article by the editor of *Flyv*.

Focusing on the Wright brothers’ interest in photography, the author includes reprints of photographs taken by Wilbur and Orville.

Abridged *Scienza e tecnica*, Nov.–Dec. 1948.
Communication commemorating the life and work of the Wright brothers, submitted to the Seventh Meeting of the Associazione Italiana di Aerotecnica, September 23–25, 1948. Extensive study of the Wrights with an account of their early experiments and flights, their negotiations for the sale of their aeroplane, the Wright–Smithsonian controversy, and an examination of their writings. Includes a discussion of their early laboratory experiments, their importance, and the question of their authenticity with inclusion of author’s correspondence with English scientist, F. W. Lanchester, regarding these experiments.

An anniversary article reviewing the achievements, early experiments, and flights of the Wright brothers through the year 1908. Includes a general arrangement drawing of the original Wright 1903 Flyer and a facsimile of the patent drawing of their flying machine as found in their patent application filed March 23, 1903, which was granted May 22, 1906.

Chronology.

First article in a series titled “De Baanbrekers der Dynamische Luchtvaart.”


Inaga, Taruho. *In Honour of Wright Brothers* [It began with the Wright Brothers]. Raito kyodai ni hajimaru, Tokyo: Tokuma shoten, 1970, 273 pp.
Popular history of the development of the airplane, 1903-1912.
In Japanese.

Primarily an account of the early experiments of the Wright brothers prior to their first successful flight on December 17, 1903.


Guest editorial by Orville’s friend, vice-president and general manager of General Motors Corporation.

Popular summary of Wright brothers’ achievements.


Deals with the relations of the Wright brothers with the press, 1903-1908, and with their press policy.


An anniversary editorial contrasting piloting as practiced by the Wrights with increasingly mechanized techniques in the jet age.


Lecture delivered before the Annual History Conference at the State University of Iowa, on April 10, 1954, dealing especially with the long and unsuccessful negotiations for the sale of their aeroplane to the governments of England, France, Germany, and the United States prior to their American contract of February 10, 1908.


Biographical study, including their bouts with illness, the birth of their interest in flight, early struggles and disillusionment, and their final achievement of powered flight. Includes numerous photographs.


Popular presentation of early Wright experiments, 1899-1903.


Brief account of Kitty Hawk and the Wright brothers’ difficulties with mosquitoes there in 1901.


Includes a section on the Wright brothers, pp. 193–211.


Newspaper reporter’s story of his first aeroplane ride with Arch Hoxsey in Wright aeroplane at Asbury Park, New Jersey, August 20, 1910, and his impressions of the Wrights during the meets at Asbury Park, Boston, and Belmont Park in 1910.


Special issue devoted to the Wright brothers.


Author’s recollections of the Wrights, includes facsimile of document signed by W. S. Dough, A. D. Etheridge, and John Moore, witnesses of first flight, December 17, 1903, certifying location of the start of the flight.


Anniversary article dealing with the December 17, 1903, flights at Kitty Hawk, N.C.
Biographical References


Contents: The Years Before, 1896-1902; The Gliding Years, 1900-1902; The Year of Destiny, 1903; Years of Recognition, 1904-1913; Years of Disparagement, 1914-1942; The Year of Recantation, 1942; Years of Honor, 1928-1948; Wilbur and Orville Wright; the Memorial Years, 1913-1953 (with list of and extracts from Wilbur Wright Memorial Lectures). Includes 32 references, p. 812.


Extensive chronology of the Wright brothers’ activities from the birth of Wilbur Wright, April 16, 1867, to the year 1953, golden anniversary of the Wright brothers’ first powered flight at Kitty Hawk, N.C.


A commemorative account of the Wright brothers by a Dutch pioneer engineer who flew with Wilbur in 1908.


Reminiscences of John T. Daniels, one of the witnesses of the December 17, 1903, flights, as set forth in an interview with the author.


Popular account of the Wright brothers.


A popular account of the Wright brothers.


Popular account of the Wright brothers invention of the first powered airplane. Includes photos of first letter from Wilbur to Octave Chanute and a replica of their wind tunnel. Includes picture essay: p. 16.


Based on the account of the Wrights in E. Charles Vivian’s *A History of Aeronautics*.


Statement on attitude of the Kitty Hawk community toward the Wrights, 1900-1903.


A general account. Includes 16 references.


Orville Wright’s high school teacher relates his impressions of the Wright brothers and their flights at Huffman Prairie.


Published also in Greater Dayton, June 1909, vol. 2, pp. 210–211.


Pictorial history of the Wright brothers.

Based on observation of and conversations with Wrights at Aero Club dinner, May 4, at Ritz Hotel, London.

**Wilbur Wright**


Submitted by Mr. Timothy T. Ansberry of Ohio, May 31, 1912.


The Flags Are at Half-Mast Today as a Token of Respect to the Memory of Wilbur Wright. *The NCR [National Cash Register] Weekly*, June 1, 1912, vol. 6, no. 28, 4 pp., +illus.

Includes numerous tributes to Wilbur Wright and a sketch of his life authorized by the family and read at the funeral by Rev. Maurice E. Wilson.


Biographical References


Prade, Georges W. *Wright est mort! La Vie au grand air*, June 8, 1912, vol. 15, p. 401, +illus.


Tribute to Wilbur Wright.


Tribute to Wilbur Wright with extensive reference to author’s association with him in 1908 and 1909.

Cablegrams and Messages Received by the Aero Club of America from Abroad on the Death of Wilbur Wright. *Aero Club of America Bulletin*, July 1912, vol. 1, no. 6, p. 6.


Brief note on funeral ceremonies.


A Bibliography 25
Biooraphical References

  Continued in later editions, 1917 and 1930.

  The Fourth Wilbur Wright Memorial Lecture delivered before the Royal Society of Arts, June 16, 1916. In a group of eleven accompanying appendices, pp. 84–135, the author reprints articles by the Wrights and materials from The Aeronautical Journal relating to them.


  Author’s recollections of Wilbur teaching Calderara to fly at Centocelle, Italy, in April 1909.

Essais de Wilbur Wright Le Mans—1908. [Wilbur Wright’s Trial.] La Conquete de L’Air. The Conquest of the Air. [Le Mans] Usines Leon Bollée [1929?] [28 pp.]
  Album of 24 postal card photographs issued as tribute to Wilbur Wright. Includes foreword in English and French and facsimile of telegram sent to Léon Bollée by Orville Wright on May 30, 1912, announcing Wilbur’s death.

  Continued in later editions.


  Published also in later editions, 1934-1947; revised 1948-1949.

  Editorial on twenty-fifth anniversary of flight of October 4, 1909, from Governors Island to Grant’s Tomb and return.

  Another account by the Chairman of the Committee on Aeronautics of the Hudson–Fulton Commission who arranged a contract with Wilbur Wright for the flight.

  Account of her flight as a passenger with Wilbur Wright at Pau in February 1909.


  Title based on Wilbur Wright’s hope that the aeroplane would become an instrument of peace.

  Wilber Wright’s flight up the Hudson River from Governors Island to Grant’s Tomb and return, October 4, 1909.

  Impressions of the architect, Cass Gilbert, published here for the first time from documents in the Minnesota Historical Society.

  Account of Wilbur Wright’s stay and flights at Le Mans and Pau, 1908 and 1909.

Excerpts from articles published by the author in Scripps-Howard newspapers.


Reference to meeting with Marconi, September 23, 1909, on Governors Island.


The author's recollections of a dinner conversation with Wilbur Wright at Le Mans, France, at the end of 1908.


Wilbur predicted, speaking before the Ohio Society of New York in January 1910, that an Ohioan would be the next president.


A tribute to Wilbur written subsequent to his election to the Hall of Fame for Great Americans on October 31, 1955.


Brochure prepared on the occasion of the fiftieth anniversary celebration of Wilbur's flights at Le Mans in 1908. Lists documents, pictures, models, and memorabilia exhibited.


Wilbur was granted pilot's license no. 15 by L' Aéro-Club of France in 1909.


Tribute to Wilbur on the occasion of the upcoming 100th anniversary of his birth, April 16.

Orville Wright


Continued from 1910 through 1949, in volumes 6 through 25.


Published also in 1917 edition.


Devoted to activities of years 1908 and 1909.


Experimental flights at Dayton with Model E machine.


Account of tenth anniversary dinner and reception sponsored by Aero Club of America, December 17, 1913, in New York. Accompanied by photograph of the first meeting of Orville and Thomas A. Edison.


Accompanying portrait is of Glenn H. Curtiss and not Orville Wright.


Account of dinner given by Massachusetts Institute of Technology at the Engineers’ Club, Boston, June 12, 1916. Published also with two illustrations, one of the Wright 1903 aeroplane exhibited at the Massachusetts Institute of Technology, in *Aerial Age*, July 3, 1916, vol. 3, pp. 475, 488.


Favorable editorial comment on suggestion that a petition be drawn up endorsing Orville Wright as a candidate for the Nobel physics prize.
Biographical References


Announces that Orville has resumed daily flying.


Continued in 1917 and 1930 editions.


Quotes Orville Wright's views on uses of the aeroplane in war.


Report on dinner held at Triangle Park, Dayton, June 17, 1918, in connection with meeting of the Society of Automotive Engineers.


Lengthy account of dinner with abstracts of addresses by Colonels Deeds and Vincent, Lieutenant Miozzi, Messrs Coffin, Stratton, Diffin, and Manly.


Another extensive account of June 17 testimonial dinner.


Reprinted from *Every Week*, with editorial.


Also included in 4th-7th editions, 1927, 1933, 1938, 1944.


One of a series of biographical notices on the John Fritz medalists. Presumptive authorship of this article is established by the correspondence between Orville Wright and the secretary of the John Fritz Medal Fund, May 12 and June 4, 1921.


Continued in later editions.


Biographical References


Orville Wright's 60th Birthday Celebration. [New York: Vacuum Oil Company, 1931.] [10 pp.]


Published also in later editions, 1934–1946; revised 1947–1949.

New Member. Time, May 11, 1936, vol. 27, no. 19, p. 44.

Comment on election of Orville Wright as a member of the National Academy of Sciences.


Account of Orville Wright’s automobile trip from Dayton to Kitty Hawk in April 1939.


Includes interview with Orville Wright and account of his flight at Dayton in 1918 with an early Wright aeroplane.


Visit of October 23, 1941.


Reference to three-room suite in the Raleigh Hotel, Washington, D.C., where Orville Wright usually stayed when visiting the National Capital.


Origins of military aviation in Germany with quotation from the diary of Lieutenant General Walter von Eberhardt who witnessed flights of Orville Wright at Tempelhof Field, Berlin, in 1909.


Report on a device to aid towed gliders being developed by Orville Wright.


Author’s reminiscences of Orville Wright.


Early manager of the Wright Company comments on Orville Wright’s skill as a pilot.

Honoring Mr. Orville Wright on the Fortieth Anniversary of the First Flights of the Wright Brothers at Kitty Hawk, North Carolina, 17 December 1903. [Washington, D.C.: 1943], 8 pp.

Official dinner program issued on the occasion of the dinner honoring Orville and attended by him, December 17, 1943, in Washington. Includes "Contributions of Wilbur and Orville Wright to
Biographical References


Letter to the editor, March 15, commenting on Fred C. Kelly’s interview with Orville Wright as reported in New York Herald Tribune, November 12, 1943.


Report on 50-minute flight at Wright Field, Dayton.


Announces his election to an honorary life membership in the Aeronautical Chamber of Commerce of America, Inc.


Obituary article by a personal friend of forty years’ standing.


Reprints editorial from New Hampshire Morning Union, February 2, 1948.


Obituary note.


Obituary article.


Orville Wright. Chirp, Mar. 1948, no. 37, pp. 7–8.


Brief account of Orville’s habits and activities at his Dayton laboratory.

We Knew Orville Wright. Rotarian, Apr. 1948, vol. 72, no. 4, p. 53.

Account of meeting of the Rotarians of Dayton in memory of Orville Wright with a tribute by Frank D. Slutz.


Popular account of the Wrights with note on commemorative covers flown on the fortieth anniversary of their first flights in 1903 and on Orville’s flight aboard a Constellation in 1944.


World War II Chief of Naval Operations writes an account of his three visits to Dayton on the December 17 anniversary, 1933, 1934, and 1935.


Note on Orville’s stay at the Club in May 1908.


Account of the author’s meeting and flight with Orville Wright at Tempelhof Field, Berlin, in 1909.


An account of the association of Orville Wright and Earl N. Findley, deceased July 11, 1956, with excerpts from their correspondence.


An account of a practical joke played by Orville on his friend Griffith Brewer involving the source of the quotation “so easy it seemed, once found, which, yet unfound, most would have thought impossible” from Milton’s *Paradise Lost*.


Orville was granted pilot’s license no. 14 by L’Aéro-Club of France in 1909.


Much abridged and rewritten version of biography originally published by the Daniel Guggenheim Medal Fund in 1932, 1936, and 1953.


An account of the flight of the new Lockheed C-69 Constellation at Wright Field, Dayton, Ohio, Apr. 26, 1944. What made the flight notable was that Orville Wright, surviving co-inventor of the airplane took over the controls for 10 minutes. It was to be his last flight.

**Aeroplanes and Flights**

**1903**


Brief account of 1902 Wright glider and gliding experiments illustrated by three photographs of glider in flight.


Brief mention of Wrights’ 1902 glider experiments.


Brief reference to Wright gliding experiments, 1900-1902, illustrated by five photographs of their 1902 glider. This was one of a number of contemporary articles later cited by the courts as including disclosures which invalidated the Wright patent claims.


Includes details of the Wright glider supplied by Octave Chanute.


Chanute’s address before the Aéro-Club of France detailing Wright experiments of 1900, 1901, and 1902 illustrated with photographs from *La Locomotion* below.


This report of Chanute’s speech of April 2, before the Aéro-Club of France, Paris, aroused tremendous French interest in heavier-than-air flight and led to experiments which marked the beginning of European aviation. Has reference to the Wright experiments but photographs of several of the Wright gliders are erroneously labeled as
Aeroplanes and Flights

those of Chanute. This is one of the articles later cited by the courts in the Wright patent suits.

Includes Mr. Paul Bordé’s report on Chanute’s address to the Aéro Club of France.
Contains reference to the Wrights’ method of warping the wings to effect lateral balance and to their use of warping in conjunction with the vertical tail. French and German courts later held that these disclosures invalidated their patent claims.

Villethiou, Jean de. L’Aéronautique La Revue technique, May 25, 1903, p. 311.
Includes brief mention of the Wright brothers.

Based on account of Wright brothers by Ernest Archdeacon in La Locomotion above.
Includes photographic illustrations, scale drawings, and structural details of the Chanute multiple-wing and two-surface gliders and of the Wright 1902 glider.

Includes plans for and illustrations of the Wright 1902 glider.

Editorial comment on the Wright 1902 gliding experiments.

Extensive account of Chanute’s early gliding experiments and those of the Wright brothers, 1900-1902, with description and numerous illustrations and drawings of the Chanute and Wright 1902 gliders.

Brief report on Wright December 17 flights.

Editorial comment on reported motor flights by the Wright brothers, December 17.

1904

French translation of Wrights’ January 6 statement to the Associated Press describing their 1903 flights.

Brief report on flights of Wright brothers, December 17, 1903.

Reports flight of 5 kilometers accomplished with a powered machine, illustrated by photograph of the Wright 1902 glider.

Statement on significance of Wrights’ December 17, 1903, flights.


Highly inaccurate account of Wrights’ Kitty Hawk experiments. Photographs erroneously labeled “The flying machine made by the Wrights” comprise three of the Chanute glider and one of the Wright 1902 glider.

Brief statement on Wright 1903 flights.

Based on Wrights’ statement to the Associated Press, January 6.

Based on the Wrights’ January 6 statement to the Associated Press which was reported in L’Auto.

Aeroplanes and Flights

Report on the Wrights' December 17, 1903, flights by the American correspondent of the journal.


Supplements foregoing report by the author with inclusion of sketches of the Wright machine from the New York Herald, January 17, 1904.


Paper presented before section D, American Association for the Advancement of Science, December 30, 1903. Includes reference to the successful flights of the Wright brothers, December 17, 1903.


Includes brief résumé of the gliding experiments of the Wrights and of their December 17, 1903, flights.


Includes German translation of Wrights' statement published in L'Atrophile, January 1904.


Author's mention to his Sunday school class of the Wright 1903 flights.


Published also in Esso Air World, Nov./Dec. 1953, vol. 6, pp. 63–67, +illus.


Brief mention of Wright flights, May 26, 1904, and December 17, 1903.


Includes reference to Wright's experiments, 1900-1902, and to their powered flights of December 17, 1903.

1905


His report on the Wrights' 1904 flights at Huffman Prairie near Dayton, previously unpublished because he had been sworn to secrecy by the Wrights, is contained in a regular feature section, with moral lesson included, of the magazine titled "Our Homes," pp. 36–39, with preceding biblical quotation "What hath God wrought?—Num. 23:23."


Author attempts description of 1903 aeroplane.


Includes German translation of statement by the Wrights on their 1904 flights with accompanying drawing based on author's conception of their machine.


Report of experiments conducted with a Wright-type glider built from available published data on it.


Anonymous author casts doubt on Dienstbach's report in the March issue of this journal.
Aeroplanes and Flights


Based on Esnault-Pelterie’s account in L’Aérophile, June 1905, above.


Report on 1905 flights.


Brief note expressing skepticism about Wright 1905 flights as reported in L’Auto. The source of L’Auto’s information was the Wright brothers’ letter of October 9 to Captain Ferber.

Le plus lourd que l'air. La Conquête de l’air, Dec. 15, 1905, vol. 2, pp. 1–2.


Reports Henry M. Weaver’s letter of December 3 to Frank S. Lahm and Robert Coquelle’s article in L’Auto in confirmation of rumors of Wrights’ successes.


Based on article in L’Auto.


Extensive discussion of the merits of the Wright aeroplane and the evidence supporting the claims of flights by the Wrights. Introduces pertinent letters and materials including French translations of letters of Wilbur and Orville Wright to Georges Besancon, the editor, November 17, 1905, and to Captain Ferber, October 9 and November 4, 1905, Octave Chanute’s letter of November 9 to Ferber, and quotes from articles by Ernest Archdeacon in Les Sports and Robert Coquelle in L’Auto.


Includes reference to the Wright brothers’ aeroplane, pp. 449–450.


Expression in the reports of the Wrights’ 1903 and 1905 flights as stated by Orville Wright in his letter of November 17, 1905, to Mr. Patrick Y. Alexander of the Aeronautical Society of Great Britain and by Octave Chanute in a letter to Captain Ferber which was published in Revue d’Artillerie, August 1905. Editors state they have reversed their skeptical attitude expressed in December 9 issue of this journal above.


Editorial comment on the above report.

1906


Presentation of further statements on the Wright flights in continuation of the discussion in the December 1905 issue of this journal. Publishes letter of the Wrights to the editor, December 13, 1905, two letters of Henry M. Weaver to Frank S. Lahm, December 6, 1905, and January 3, 1906, and reports originally appearing in the New York Herald, January 4, 1906, and by Robert Coquelle in L’Auto.


Lacking details on the Wright machine, author reprints specifications of the Wright French patent, published September 1, 1904.


Includes letter from Orville Wright dated November 17, 1905, read by Mr. Alexander before Aeronautical Society of Great Britain, giving brief account of their 1905 experiments at Huffman Field near Dayton.


Based on a report in a French automobile publication which published a letter from the Wrights to Captain Ferber, November 4, 1905, describing their 1905 flights.

Report on recent available information on the Wrights, including their letters of November 4, 1905, to Captain Ferber, November 17, 1905, to Patrick Alexander, and January 3, 1906, to Frank S. Lahm.


A report on the 1905 Wright flights, with a German translation of their letter of November 17, 1905, to the author and a translation of selected extracts from articles originally published in *Gleanings in Bee Culture* above.


Editor expresses great doubt of reported Wright flights. Includes Wrights’ letter of November 4, 1905, to Captain Ferber.


Based on reports on Wrights’ flights originally published in *L’Auto* in December and January issues. Includes German translation of Henry Weaver’s letter of December 6, 1905, to Frank S. Lahm confirming Wright flights, as well as their letter of January 3, 1906, to Lahm.


Reprints Chanute’s letter of February 6 to the editor giving details of the Wrights’ 1903-1905 experiments.


Partially based on letter of Wrights to the editor, Charles R. Root, February 7, 1906. Includes comments by Orville Wright on Walter Wellman’s proposed trip to the North Pole by balloon.


Few details on Wright machine based on data derived from *L’Aérophile*, January 1906, above.


Reports Wright brothers’ statement to the Aero Club of America, March 12, 1906, and presents summaries of answers to a series of eleven questions submitted by the editor to the 17 persons listed by the Wrights in this statement as having witnessed their flights. Reprints in full reply of Charles Webbert, March 21, 1906.


Chanute’s letter of reply, March 31, to the editor’s letter of March 19, requesting verification of statement by Chanute published in *Illustrierte Aeronauteische Mitteilungen*.


Based on report in *Scientific American*, April 7.


Wright brothers’ statement submitted to the Aero Club of America, March 12, 1906, reporting on their flights to date.


Article on the Wright brothers based largely on, and incorporating, their statement of March 12, 1906, to the Aero Club of America.


Translation by W. E. von Lrssl of Wright brothers’ letter of May 19, 1906, to the Weiner Luftschiffer Verein and their enclosed communication to the Aero Club of America, March 12, 1906, with added note by the editor, Victor Silberer, that he is not convinced by the testimony of the witnesses of the 1905 flights.


General statement on significance of flights with accompanying discussion by S. F. Cody, J. T. C. Moore-Brabazon, and others.


A Bibliography

1907


Report on current rumors about the Wrights. Includes German translation of their letter to Georges Besancon of *L'Aérophile*.


Attempt to explain working principles of the Wright aeroplane with two accompanying photographs of a model of their aeroplane constructed by the engineering staff of King’s College.


Based on reports about the Wrights originally published in the *Scientific American*.


Includes reference to Wright brothers, pp. 84–86. Article translated by N. Kamen’shchikov.


Report on Wright flights of 1905, based on their statement to the Aero Club of America, March 12, 1906.


Reproduces Chanute’s letter to the editor, dated June 27, 1907, telling of Wrights’ flights, 1903-1906.


French translation of an article published in the *Lokal Anzeiger*, Berlin.


Brief statement on 1903, 1904, and 1905 flights.

1908


Wilbur & Orville Wright
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Most extensive account to date on the Wright machine. "Referential Data on the Wright Flyer," p. 11, cites source of much of data.

Translation from an article originally published in October in the Lokal Anzeiger, Berlin.

Based on interview with Wright brothers in January 1907. Includes many incorrect statements and uses direct quotations which were not mentioned nor a part of their conversations.

Announces signing of contract by the Wrights for delivery of an aeroplane to the U.S. Army to meet certain specified conditions.

Includes discussion of the Wright brothers in sections titled "Les aviateurs américains" and "Appareil Wright à moteur," pp. 400–401.

Report on Wright May flights at Kitty Hawk by one of a group of reporters witnessing flights from a distance of about a mile away.

Editorial comment on Carl Dienstbach's article on the Wrights in the January issue of the journal.

Author's comparison of his version of the Wright aeroplane published in the January issue of the journal with that in the newspaper reports of the Wright May 1908 flights, particularly as reported by Byron Newton of the New York Herald.

Correspondent of the New York Herald reports on the Wright May 1908 flights.


Quotations and summary of newspaper accounts of the Wrights in Kitty Hawk appearing May 2, 3, 7, 9, 14, and Farman's open letter of May 17, which appeared in a number of newspapers.

Report on Wright May flights at Kitty Hawk, North Carolina.

Description of the Wright aeroplane based on the account of the May 1908 Wright flights reported in the New York Herald, May 29 and 31.

Reproduces photographs originally published in the Scientific American and the New York Herald.

Includes the Wrights' letter of June 3, 1908, giving details on their May 1908 flights at Kitty Hawk, announcement of the arrival of Wilbur Wright in France, and a statement about his plane as given in an interview with Francois Peyrey in L'Auto.


Reprinted from La France Automobile.

Includes reference to Wright 1908 flights and the Wright contract with the U. S. Government.

Aeroplanes and Flights

C [Ierry], A. Les préparatifs de Wilbur Wright. L'Aérophile, July 1, 1908, vol. 16, pp. 250–251, +illus.
Further statement on Wilbur Wright's plans based on an interview with Léon Bollée as reported in L'Auto. Gives details on the Wright machine and conditions of the Wright contract with the Weiller syndicate in France.

Reports Wilbur Wright's early July activities.

Includes discussion of the early Wright flying experiments, pp. 25–28.

Includes reference to the Wright brothers and their machine.

Editorial comment on recent stories about the Wrights.

Article dealing with the forthcoming Fort Myer Wright tests, with a discussion of the Wright aeroplane and earlier Wright experiments.

Mention of accident August 13, in which one wing was slightly damaged.

Authors take François Peyrey to task, disputing his statement about the Wright aeroplane in L'Auto, contending that the necessary calculations for the building of this type aeroplane were published in an article by Commander Renard in La Revue de L'Aviation, in 1888.


Reports his flights, August 8–13.


Reports his accident, August 13, when he damaged a wing on landing.

Summarizes Wilbur Wright's flights, August 8, 10, 11, 12, and 13 at Le Mans.

Reports Wilbur Wright's flight of August 8 at Le Mans.


The Wright Aeroplane in France. Collier's, Aug. 29, 1908, vol. 41, no. 23, p. 4, +illus.

Presents brief general description of their aeroplane, quoting in part from the Wrights' Century Magazine article, September 1908.

Reports Wilbur's flight of August 8, at Les Hunaudières Race Course, near Le Mans.

Brief mention of August flights of Wilbur Wright.

Reports Wilbur's flights, August 8-13.
L'Appareil des frères Wright a franchi trois kilomètres avec une parfaite aisance. La Conquête de l'air, Aug. 15, 1908, vol. 5, p. 2, port.

Report on flights of Wilbur Wright, August 8, 10, 11, 12, and quotation from tribute to him by Franz Reichel in Figaro.


Details on Wilbur Wright's flights of August 8, 10, 11, and 12.


Compares Wright machine with French machines.


Account of his flight September 9 at Fort Myer.


Summary of press reports on August flights at Camp d'Auvours.


Description of Wright machine and August flights at Le Mans.


Mention of his flights August 8, 10, and 12, with few details on the Wright aeroplane.


Reports transfer of the Wright aeroplane from Les Hunaudières to Camp d'Auvours August 19 and flights there August 21.


Report on Orville Wright's September 3 flights and some details on the Wright machine.


Description of Orville Wright's Fort Myer flights, September 3 and 4, details on the construction of the Wright machine, its operation and performance, and discussion of its possible uses as a base for wireless telegraphy.


Summary of flights August 21–September 6.


Washington Times account of Orville Wright's flight of September 9.


Reports Wilbur Wright's flights of September 3, 4, and 5, and Orville Wright's flights, August 29, September 3, and 9.

Orville Wright. La Coquête de l'air, Sept. 15, 1908, vol. 5, no. 18, p. 21.

Details on Orville Wright's record flights September 9 and 11 at Fort Myer.


Comparison of the Wright aeroplane with some French machines, including one built by the author.


Editorial tribute on recent successful flights.


Curtiss’ report on Orville Wright’s September Fort Myer flights.


Presents detailed photographs and description of machine in elaboration of previous account in August 29 issue of the magazine.


Summary of press opinion on the September 17, 1908, Fort Myer accident.


Pictorial account of accident and the principals involved.


Pictorial account of his record-breaking flight of September 21.


Brief note on September flights.


Reports his flight of September 21.


Brief summary of their September flights.


Reports Wilbur Wright’s August flights in France.


Reports his flights, September 3-17.


Reprinted from the *London Times*, September 29, 1908.


Summary of press reports on his flights to date.


Reports his flight of September 21.


Report on September Fort Myer flights, with quotations from an interview with Orville Wright as reported in the *New York Herald*. 

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L’Accident d’Orville Wright. La Conquête de l’air, Oct. 1, 1908, vol. 5, no. 19, p. 4.
Summary of recent reports on accident, September 17.

Similar account published also in the Scientific American Supplement, Oct. 31, 1908.

Reports his flight of September 25.


Reports on August and September flights of the Wright brothers.

Reports his flights of September 9, 10, 11, 12, and 17.

Summary of September flights.

Reports his flights of September 12, 16, 17, 21, 22, 23, and 24 in which he established new distance and duration records and won the Michelin Cup and the Aero-Club of France Prize.

Some details on the construction of the machine.


Summary of Wilbur Wright’s flights, October 5, 7, and 8.


Reports his flights of September 28, 30, and October 3, 5, 6, 7, 8, and 9.


Les vols de Wilbur Wright. La Conquête de l’air, Oct. 15, 1908, vol. 5, no. 20, pp. 5–6, +illus.
Reports Wilbur Wright’s flights, October 5, 6, 7, 8, and 10, and reproduces part of Franz Reichel’s description of a flight with Wilbur originally published in Figaro.


Author describes sensations of a flight with Wilbur Wright at Le Mans, October 8, 1908.

Quotes from interview with him originally published in L’Auto.


A Bibliography


Discussion of the relative merits of the aeroplane and the airship for military purposes.


Report on Wilbur Wright's flights in France and Orville Wright's flights at Fort Myer.


Reports his flights, September 25–October 24.


Reports his flights of October 12 and 15 and gives summary statistics on his flights to date as well as a list of passengers carried, with dates, through October 15, 1908.


Mention of his October flights.


Extensive account by the editor.


Reports his flights of October 24, 28, 29, 30, 31, November 10 and 11, and includes an account of his lessons to French officers as pupils, the first lesson being given on October 28.


[Thoughts Suggested by Disaster in Which Our Secretary, Lieut. Selfridge, Met His Death], *Bulletin of the Aerial Experiment Association*, Nov. 16, 1908, no. XIX, pp. 1–34, +illus.


Reports his flight of November 13, when he flew to a height of 196 feet.


Author's letter of November 18.


His letter of November 11.


Reports Wilbur Wright’s flights of November 12, 14, 16, 17, and 18.


Reports Wilbur Wright’s flight of December 18, and gives table of heavier-than-air flights, 1905–1908, from the London Daily Mail.


Reports his flight of December 18.


Bracke, Albert. L’Aéroplane Wilbur Wright. Mons: Dequesne-Masquillier & Fils, 1908, 16 pp., +illus. ([Monographies d’aéronavie] 1)

Based on patent drawings and specifications.

1909


Chronology of Wright flights, September 5–December 31, 1908.


Account of Wilbur Wright’s flights at Le Mans. Includes prints from moving pictures of flights taken by the Charles Urban Trading Company.


Popular account of current developments in aviation emphasizing the achievements of the Wright brothers.


Includes tabular list of Wilbur Wright’s flights, August 8–December 18, 1908, and flights of Orville Wright, September 9–17, 1908.


Paper read before the Aeronautical Society of Great Britain, December 8, 1908.


Reports his flights in preparation for contesting the Michelin Cup, December 16, 18, and 19.

Nouveaux exploits de Wilbur Wright. Il fait 100 kilométres sur son aéroplane puis il gagne le prix de hauteur. La Conquete de l’air, Jan. 1, 1909, vol. 6, no. 1, p. 4.


Details on the construction and operation of the machine.


Quotation from Maxim’s introductory note to R. P. Hearne’s book Aerial Warfare.


Description of Wilbur Wright’s record-breaking flights December 18 and 30 with a chronological summary of his 1908 flights in France.


Reports that Wilbur had won the Michelin Trophy on December 31, 1908, with a spectacular world record flight of 2 hours 20 minutes 23-1/5 seconds in the air. Includes a facsimile of Wilbur’s contest entry letter of December 28 to the Aero-Club of the Sarthe.


Description of Wright aeroplane exhibited at the Paris automobile show.


His letter of January 4, 1909, stating that enlargements were made by the Eastman Kodak Company. They were later presented to the Smithsonian.


Wheel, F. A. Les frères Wright à Pau. La Vie au grand air, Jan. 30, 1909, vol. 15, p. 72, +illus.


Short account of Wilbur Wright’s flights with his pupil Count Lambert.


Based on Lanchester’s article in the Aeronautical Journal, January 1909.


Résumé of Lanchester’s article above.


Account of Wrights meeting with King Alfonso of Spain and Wilbur’s exhibition flight for him February 20 at Pau.


Based on interview with Wilbur Wright. Includes account of visit of King Alfonso of Spain to Pau.


Reports flights of February 24 and 25.


Originally published in the *Bulletin of the Aerial Experiment Association*, November 16, 1908, no. XIX, pp. 28–32.

Eyewitness account of Orville’s accident at Fort Myer, September 17.


Reports on accident to Wilbur Wright, March 1.


Reports flights, February 9, 11, 15, and 17–19.


Includes quotations from interviews with three of Wilbur Wright’s pupils, Count de Lambert, Paul Tissandier, and Captain Lucas-Girardville.


Details of dinner held May 4 at Ritz Hotel, London.


Reports visit of Wrights to England.
## Aeroplanes and Flights


Reports flights of April 24 and 25.


Account of banquet in honor of the Wrights at Le Mans, May 1, 1909.


Includes editorial on the Wright brothers; program of the Dayton celebration, June 17-18; article on the Wright brothers; report by the Wrights to the Aero Club of America, March 12, 1906; and other materials relating to the occasion.

*Official Program of the Wright Brothers Celebration, Dayton, Ohio, June 17 and 18, 1909*. [Dayton, 1909], 3 pp.


Account of welcome given in New York, May 11-12, and in Dayton, May 13.


Account of elaborate celebration honoring the Wrights in Dayton, June 17-18.


Pictorial account of Dayton homecoming celebration.


Series of photographs of congressmen visiting Fort Myer to witness the Wright flights.


Comments on unsuccessful flights at Fort Myer, June and July.


Brief mention of flights, July 17, 19, 20, and 21.


Author points out changes made in the Wright machine since the September 1908 flights and reports on flights through July 2.


Account of Wilbur Wright’s flight at Auvours, France, in 1908.


Brief note on ceremonies, June 17-18.


Pictorial account.


Description of flights, July 24, July 26, before President Taft, July 27 with Lieut. Lahm as passenger, and July 30 ten-mile flight with Lieut. Foulois as passenger.

Aeroplanes and Flights


Brief comment on July Wright flight tests at Fort Myer.

Account of Fort Myer flights.

Reports departure of Orville Wright and Katharine Wright for Europe aboard “Kronprinzessin Cecile.”

Description of Wrights’ 1909 machine at Fort Myer and flights.

Account of record flights, July 27 and 30, when he fulfilled endurance and distance tests before the Aeronautical Board of the Signal Corps.

Description of the Fort Myer flying field, comparison of the 1908 and 1909 aeroplanes, and account of the record flights, July 27 and 30.


Account of Orville Wright’s flights, September 4 and 7.

Reports Orville’s flights, September 4-8.


Report of first public flights in Germany and record-breaking altitude flight of September 18.


Résumé of Orville’s flights of September 4, 7, 8, 9, 10, 11, 13, 17, and 18 at Tempelhof Field from accounts in the *Lokal-Anzeiger*, Berlin.


Photographs taken from a captive balloon by Hart O. Berg.


Account of preparations for and flight of October 4, from Governors Island to Grant’s Tomb and return, in connection with the Hudson-Fulton celebration.

Wilbur Wright’s future plans as reported in an interview with him.

A Bibliography 47

Photographs of Wilbur Wright’s flight over the Hudson from Governors Island to Grant’s Tomb.


Photos of flight of October 4 between Battery and Grant’s Tomb.


Included in book is an incorrectly labeled photograph of Archdeacon glider rather than Wright glider of 1900.


Includes “Wright (Type 1903)”: pp. 14–15; “Wright (Type 1908)”: pp. 53–54; “Wright (Type d’Auvours)”: pp. 64–70; “Wright (Fort Myers 1908)”: pp. 73–74; “Wright (Type d’Italie)”: pp. 110–111; “Wright (Type 1909) Fort–Myers”: pp. 127–128; “Expériences d’Orville Wright à Berlin (1909)”: p. 156.

Each aeroplane type is accompanied by brief descriptive note and chronological list of flights made with it.


Reprinted from Le Matin, October 11, 1908.

Account of flight with Wilbur Wright at Camp d’Auvours, October 10, 1908.


Besides specifications includes list of machines built, building, or on order.

1910


Includes references.


Apparatus constructed by T. W. K. Clarke and Co. for Mr. Alec Ogilvie’s glider at Camber.


Statement on modifications made to original apparatus.
Aeroplanes and Flights

Cites *Century Magazine* article as source for data on Wrights' first flight.


Announcement and description of new German-built Wright machine equipped with wheels.


Account of exhibition held in Riga at which a German-built Wright aeroplane was the central attraction.


Author cites early flying machines and inventions from which the Wrights may have received ideas for their successful aeroplane.


Author's description of his flight with Orville Wright at Simms pasture, Dayton, in June.


Includes description of Wright machine.


Account of Wright work shop, flight instruction at Simms Station, and author's ride with Orville.


Description of new model in which the double-surface horizontal front rudder is removed.


Announces adoption of a rear elevator.


Account of flight over Kinloch aviation field, St. Louis, October 16.


General details on the construction of Wright aeroplanes. Includes references.


The "Baby Wright" model designed for the Gordon-Bennett aviation cup competition.


Has extensive account of the preparations for and a description of Wilbur Wright's flights which formed a part of the celebration. These comprised three flights, September 29, including one in which he circled the Statue of Liberty, and the flight of October 4, from Governors Island up the Hudson to Grant's Tomb and return.
Contains scale drawings and descriptions of nine contemporary aeroplanes including the Wright 1908 aeroplane.


Includes full list of owners of Wright aeroplanes, corrected to October 3, 1910.

1911


Summary of the main features of the exhibits forming a part of the Automobile Show, December 31, 1910 to January 7, 1911, including the Wright "Roadster" and Wright standard Model B.

Illustration and few details on Wright machine exhibited by Alec Ogilvie at the Olympia Aero exhibition, London.

Includes two photographs of the Wrights in flight, May 1908, at Kitty Hawk, N.C.

Brief mention of Wright model B aeroplane exhibited at the Boston Aero Show, February 1911.

Orville Wright Flies at Dayton. *Aero*, St. Louis, Apr. 29, 1911, vol. 2, no. 4, p. 86.
Flights, April 18, at Simms Station.

Report of flights on July 19 in aeroplane built for the U. S. Navy.

Published also, without chronological series of photographs, in *Scientific American Supplement*, Dec. 9, 1911, vol. 72, pp. 380-382.
Besides a detailed description of the model B, there is also included a series of photographs showing the chronological development of the Wright aeroplane, 1900-1910.

Brief mention of gliding experiments conducted by Orville Wright at Kitty Hawk, N.C., in October.

Relates to the recent Wright glider experiments.


Statement on the significance of the flights with special mention of those on October 23 and October 24, when Orville soared for 9-3/4 minutes for a distance of a quarter mile at an estimated height of 200 feet to establish a record which endured for many years.


Account of Orville Wright's glider experiments at Kitty Hawk in October.


Details on the construction and the operation of the Wright 1911 glider.
Aeroplanes and Flights


Some details on the recent Wright gliding experiments based on an interview with them as reported in the *Frankfurter Zeitung*.


Includes letter of Orville to J. A. Heringa, November 18, 1911, giving some details on recent gliding experiments at Kitty Hawk.


Presents summary of Wright flights in France, 1908 and 1909, with discussion and comparison of the Wright aeroplane with subsequent French aeroplane types.


Includes descriptions of Wright 1909, Model R, and 1911 Model B aeroplanes.


Discusses the Wrights' early flights, 1900-1905, and flights conducted in 1908–1909.

1912


Report on the testing at College Park, Maryland, of a new weight-carrying Wright machine with a new 6-cylinder engine.


Includes account of experiments carried out by Professor Nikolai Zhukovskii in 1910 in the Aerodynamical Laboratory of the Royal Technical High School, Moscow, on profiles used by the Wrights and other contemporary fliers.


Includes data and drawings of the Wright Model B.

1913


Short account of negotiations leading to the purchase of the Wright aeroplane by the U. S. Army.


Published also in *Aeronautical Journal*, July 1913, vol. 17, pp. 186–187.
Aeroplanes and Flights

Remarks made at the first Wilbur Wright Memorial Lecture, giving particulars on early War Department negotiations with the Wrights.


Report on testing of Wright seaplane by Orville Wright on Miami River at Dayton.


Mention of early Wright hydroplane experiments and details of new model "C-H" and discussion of future uses for this type of machine.


Model E, first Wright machine with a single propeller.


The Wright Model G, designed by Grover Loening under the direction of Orville Wright.


Collection of statements from prominent people and organizations solicited by the Aero Club of America.


Present brief résumé of Wright flights. Also reports meeting of the Aeronautical Society, December 18, honoring Orville Wright at which a set of engrossed resolutions and a bronze figure by Auguste Moreau were presented to him. Includes remarks by Orville on the present status of his stabilizer.


Erroneously presents five photographs as having been taken at Kitty Hawk in 1904. These are photographs taken by James H. Hare and other correspondents in 1908.

*The Wright Aeroboat. Model "G."* Dayton, Ohio: The Wright Co., [1913], 4 pp., +illus.

Leaflet issued by the Wright Company advertising the Model G aeroplane.


Includes data on Models B, C, EX, and E, and drawings of Models B and C.

**1914**


Orville Wright has stated that only two machines of this Model "G" aeroboat were built.


The Model E, built for the U.S. Army, was the first Wright machine with a fuselage.


Based on Loening's description above.

Aeroplanes and Flights


1915–1925


Details and three-view drawings of single-place light-scout military biplane. By the time this model was available for sale, Orville Wright's connection with the Wright Company had ceased.


Includes scale drawings.


Leaflet issued on the occasion of the exhibit of the 1903 Wright aeroplane at the Massachusetts Institute of Technology, Boston.


Editorial comment on the occasion of the exhibit of the Wright 1903 aeroplane at the first Pan American Aeronautic Exposition, New York, 1917.


Account of Wright 1907 experiments with hydroplanes, quoting extensively from original report in the *Dayton Daily News*, March 21, 1907.


Tenth annual Wilbur Wright Memorial Lecture, June 15, 1922. Includes reference to author’s associations with Wilbur Wright at Le Mans, December 1908, and at Eastchurch in 1911, and an account of the early experimental work of the Wrights.


Impressions of the author’s first flight and of his visit to Orville Wright’s workshop.


Account of ceremonies in Dayton, December 17, 1923. Includes text of speech, which was broadcast, written by Orville for the occasion.


Story of the origins of U. S. military aviation with an account of the Wright negotiations with the Army, which led to the signing of a contract and the subsequent delivery of a Wright aeroplane to it upon successful completion of specified tests on July 30, 1909.


1926–1935


Speech delivered at a dinner of the National Aeronautic Association on the 22nd anniversary of the 1903 Kitty Hawk flights.
Remarks by Hiram Bingham of Connecticut.

Résumé of the Wright 1903 experiments and their successful December 17, 1903, flights.

Reminiscences by one-time reporter for the *New York Herald*, who witnessed and reported Orville Wright's 1908 and 1909 Fort Myer flights and who obtained the first interview with Orville after the September 17, 1908, accident.

Based on facts supplied by Capt. W. J. Tate.

Author's description of the Wright aeroplane as seen in the Science Museum.


Tate, William J. With the Wrights at Kitty Hawk—Anniversary of First Flight 25 Years Ago. *Aeronautic Review*, Dec. 1928, vol. 6, no. 12, pp. 188–192.

Popular account of the Wright experiments and flights through the year 1909.

Summary of early Wright flights and experiments, 1900–1908.


Résumé of early Wright experiments and flights.

Editorial comment on twenty-fifth anniversary of 1903 Wright flights.

Account of banquet held by the Royal Aeronautical Society in the Science Museum, London, December 17, 1928, celebrating the 1903 Wright flights. Quotes extensively from address delivered by Griffith Brewer reviewing the early Wright experiments.

Introduced by Mr. Lindsay Warren of North Carolina; referred to the Committee on Rules.

Joint Resolution to Appoint a Congressional Committee to Attend the Exercises Celebrating the Twenty-Fifth Anniversary of the First Airplane Flight Made by Wilbur and Orville Wright on December 17, 1903, at Kill Devil Hill, Kitty Hawk, North Carolina. United States Statutes at Large, 1927-29, vol. 45, pt. 1, p. 1020.

Public Resolution 71, approved December 11, 1928.


Includes Wrights’ March 12, 1906, statement to the Aero Club of America, a résumé of their 1908 flights, and digest of their early patents.


Report of group pilgrimage from Washington to Kitty Hawk and of ceremonies there at laying of the cornerstone of the national memorial to the Wright brothers, December 17, 1928.


Account of the dinner held at the Science Museum, London, with inclusion of messages received on the occasion of the dinner and the address in appreciation of the Wright brothers delivered by Griffith Brewer who was closely associated with them for many years.


Keeper W. J. Tate’s relationship with Wrights.


Resolution adopted, April 1, 1929.


Account of first cross-country flight by the author and Orville Wright in 1909.


Author sets forth claim of Robert L. Westcott, member of the Kitty Hawk life saving crew, who testified in the Montgomery patent suit against the United States that he witnessed the December 17, 1903, flights from the life saving station through a spyglass.


Written on the occasion of a visit to the Science Museum, London, and quotes from a section on the Wrights in its Handbook of the Collections Illustrating Aeronautics.


Reminiscences by a one-time aeronautic editor of the New York Herald with frequent reference to the Wright brothers. Reproduces Wilbur Wright’s letter of January 20, 1910, to the author and Frank S. Lahm’s letter of July 5, 1908, to him from France written on the eve of Wilbur’s flights there.


Author’s story of the Wright flights at Kitty Hawk, May 1908, rejected at the time by magazines and other publications. Reprints letter of Orville to the author, June 7, 1908, regarding flights.


Résumé of Kitty Hawk experiments.


Popular account of the early Wright flying experiments which culminated in their successful December 17, 1903, flights.
Aeroplanes and Flights


Author includes reference to early associations with Wrights and tells of Wright 1909 instruction methods.


Account of exercises held at the Franklin Institute, December 17, 1933.


Translation from *Berliner Tageblatt*.

Author, then German chargé d’affaires in Paris, describes flight with Wilbur Wright, October 24, 1908, and claims that he was the first German to fly in a heavier-than-air machine.


Reminiscences of the Wrights by a member of the Wright Exhibition Team.

1936–1945


Illustrations and critiques of first three prize-winning designs.


Reprints account of the December 17, 1903, flights as originally published in the *Norfolk Virginian-Pilot*, Dec. 18, 1903.


Text of telegram sent to Orville Wright, December 17, 1936, by the Aeronautical Chamber of Commerce of America.


Reprinted from *Washington Post*, Dec. 12, 1937,
and introduced into the record by Congressman Reynolds of North Carolina.


Brief address delivered at the Honors Night Meeting of the Institute of the Aeronautical Sciences commemorating the thirtieth anniversary of the first flights of the Wright brothers. Orville Wright attended as an Honorary Fellow.


Seven photographs of accident at Fort Myer, September 17, 1908, in which Orville Wright was injured and Lieut. Thomas E. Selfridge killed.


Reminiscences of the Wrights by an early partner in their printing establishment.


Description of cachet used on mail dispatched from Kitty Hawk, May 18, on the occasion of National Air Mail Week, May 15–21, 1938.


Lewis, George W. *The Contributions of the Wright Brothers to Aeronautical Science and Engineering.* In *The Edison Institute,* *Dedication of the Wright Brothers Home and Shop in Greenfield Village.* Dearborn, 1938, pp. 26–35.


Address delivered at dedication exercises, April 16, 1938.


Editorial comment on thirtieth anniversary of sale of Wright aeroplane to U.S. Army, August 2, 1909.


Reports favorable action on H. J. Res. 123, introduced by Thomas A. Jenkins of Ohio, to complete the unfinished frieze in the rotunda of the Capitol with a history of aviation including the invention of the aeroplane by the Wright brothers.


Account of ceremonies planned for anniversary of contract signed August 2, 1909, with Wright brothers, providing for purchase of an aeroplane by the U.S. Army.

Chronology of Army Wright. *Chirp,* Aug. 6, 1939, no. 25, p. 4.


Popular summary of early Wright experiments and flights written on occasion of the thirtieth anniversary of the purchase by the U.S. Army of a Wright aeroplane. Quotes from Orville Wright’s interview with reporters prior to thirty-fifth anniversary celebration of the 1903 Kitty Hawk flights.


Popular account of the Wright brothers’ boyhood and youth, their operation of a print shop and later a bicycle repair shop, their gliding experiments, and finally their successful powered flights in 1903.


Aeroplanes and Flights

Author’s account of visit to the home of Orville Wright.


Includes brief account of flight with Wilbur Wright at Rome, pp. 318-319. Griscom was then United States ambassador to Italy.


Personal account by the author, written during World War II, of the history of American aviation and of the persons involved, many of whom the author knew personally, from 1903 to 1942; deals especially with the struggle between the advocates—of whom the author was one—and the opponents of air power. The author concludes with optimistic predictions for the development of civil aviation after the war. Some pertinent references to the Wright brothers; includes numerous photographs and an index.

Reprint of editorial from the New York Times on the 38th anniversary of the first flight.

An Englishman’s Tribute to the Wright Brothers. U.S. Air Services, Jan. 1943, vol. 28, no. 1, p. 46.
Quotation from Lord Brabazon’s speech before the Royal Aeronautical Society, London.

Remarks made December 6, 1942, over CBS radio station.

Report on visit of Orville Wright to Washington, December 16-17, 1942.

Letter by a pupil of Orville Wright in 1909, written in reply to C. G. Grey’s article of same title in Aeroplane, December 4, 1942, which tended to belittle the original Wright aeroplane.

A part of his series titled “Histoire illustré de laviation.” Summary of aviation during the period, 1905-1907, and the intensive controversy which raged in France regarding the Wright brothers and their claims for the achievement of heavier-than-air flights.

Author’s letter to the editor contending that a visitor to Huffman Prairie in September 1905 was Charles M. Manly.

Letter to the editor refuting Mr. Kelly’s claim that the visitor to Huffman Prairie in September 1905 was Charles M. Manly.

Continuation of author’s previous account giving brief description of Wright aeroplane and engine and summary of Wilbur Wright’s 1908 flights in France.

Letter to the editor setting forth details on exhibition of the 1903 Wright aeroplane at the Massachusetts Institute of Technology in 1916.

Introduced by Mr. Harry P. Jeffreys of Ohio, Oct. 20, 1943; referred to the Committee on the Library; passed House, Nov. 24; referred to Senate Committee on Commerce, Nov. 26; passed Senate with amendment, Dec. 3.


Text of proclamation of the governor of North Carolina, issued October 6, 1943, designating December 17, 1943, as “Kitty Hawk Day.”


Tribute to the Wright brothers.


Author draws comparisons between modern aeroplanes and the Wright 1903 aeroplane.


Announcement of plans being made for the fortieth anniversary of the Wright 1903 flights.


Part of fortieth anniversary of 1903 flight issue.


Brief survey of the accomplishments of some of the Wright predecessors whom the author asserts contributed inspiration but little technical help and knowledge to the brothers.


Tribute to the Wrights on the fortieth anniversary of their first power flights, December 17, 1903.


Published also in *Martin Star,* Dec. 1943, vol. 2, p. 17, with a photograph of Orville Wright and Glenn Martin at an early aircraft show.


Reminiscences by one of Orville Wright’s pupils in 1911.


Wright fortieth anniversary article.


Approved December 17, 1943.
Aeroplanes and Flights


Speech delivered December 17, 1943, at celebration honoring Orville Wright, Washington.


Note on circumstance leading to the deposit of the Wright 1909 aeroplane in the Smithsonian Institution, October 1911.


Scale plans drawn by W. A. Wylam.


Anniversary account of Wright 1903 flights.


Report on Orville Wright’s attendance at meeting of the National Aeronautical Association and the Institute of the Aeronautical Sciences, Washington, D.C., December 17, 1944. On this occasion, as a previous recipient of the Robert Collier Trophy, he was presented with a certificate of award for the year 1913.

Builders of America; Picture Biography. Scholastic, Apr. 30, 1945, vol. 46, p. 11, +illus.

Account of Wright brothers.


An account of the arrangements made by the Wrights for recording data on their December 17, 1903 flights. The recording devices used were a revolution counter, anemometer, and stop watch. Based on information furnished by Orville Wright in a letter to the author, January 17, 1945.


1946–1955


Story of the early Wright experiments published in the author’s series of articles titled, “Gallery of Aviation’s Frontiersmen—No. 4.”


Wilbur Wright’s flight of September 29, 1909, from Governors Island around the Statue of Liberty and return; accompanied by a colored lithograph of this event by Harper Goff.


Account of Orville Wright’s flight, September 1909 at Dormstedt (i.e., Bornstedt) military parade ground near Potsdam.


Brief summary of events leading to the signing of a contract between the U.S. Army and the Wrights, February 10, 1908.

Letters of December 29, 1903, and November 4, 1905, from Wright brothers to Captain Ferber.


Summary of Wright flights, May 1908.


Chronology of Orville Wright’s Fort Myer flights, September 1908.


Concerning articles about Wright brothers following the death of Orville Wright on January 30, 1948.


Statement on the work of the Wrights written on the occasion of Orville’s death. Includes impressions of the Wrights written by Griffith Brewer, Sir Francis McClean, Lord Brabazon of Tara, Sir Roy Fedden, and Dr. H. Roxbee Cox and his brief bibliography.


Tabulation of record performances, December 14, 1903-September 18, 1909.


Review of Albert F. Zahm’s *Early Powerplane Fathers* with Orville Wright’s comments as set forth in a letter to McSurely, February 5, 1946.


Chronological summary of negotiations for the sale of their aeroplane to the United States Government, 1905-1908.


Deals primarily with the development of the Wright aeroplane through 1905.


Includes account of sending of telegram, December 17, 1903, from Wrights to Dayton.


Representative anecdotes about the Wrights, emphasizing their modesty, thoroughness, and practical common sense.


Address delivered, December 17, 1948, at Washington, D. C., on the occasion of the 46th anniversary of the 1903 flight.


Reproduces Ambassador James Clement Dunn’s letter of December 21 to Guido Mattioli acknowledging tribute to the Wrights in Mattioli’s letter of December 17 to Dunn.


Account of Frank Lahm’s participation in the forty-sixth anniversary celebration of the Wrights’ first flights.

Published also in U.S. Air Services, Aug. 1950, vol. 35, no. 8, pp. 13, 16–17, +illus.
Author stresses their achievement of control of flight, particularly the control of bank by the use of wing-warping in conjunction with a controllable vertical tail-rudder.


Editorial taking exception to statements by C. G. Grey that Ader was the first to achieve powered flight in an article titled, “The First Half-Century of Aviation,” Interavia, June 1951, vol. 6, p. 319.

Statement on aims and purpose of the Kill Devil Hill Memorial Association and its plans to become a national organization with name Kill Devil Hill Memorial Society.

Description of Wright first military aeroplane.

Announces plans for the nationwide, yearlong observance of the fiftieth anniversary of powered flight.

Summary of events held in Kitty Hawk, N.C., Dayton, Ohio, and Washington, D.C., on December 17, 1952, in celebration of forty-ninth anniversary of the Wright brothers’ first successful flights.


Included also in 1961 edition, pp. 63–74.

Account of early Wright brothers’ experiments and research which led to their successful powered flights of December 17, 1903.

Account of Wright brothers’ anniversary celebration, December 17, 1952.

Account of the development of controls and piloting techniques of Wrights.


Account of Wright brothers 49th anniversary ceremonies at Kitty Hawk, December 17, 1952.

Introduced Feb. 18, 1953, by Mr. Hinshaw of California; referred to the Committee on the Judiciary.

Aeroplanes and Flights

6–12, +illus.
Includes extensive reference to Findley’s associations and friendship with the Wrights.

Author’s recollections of Wilbur Wright at Le Mans, France, in the summer of 1908.

Description of commemorative stamp marking the 50th anniversary of the Wright brothers’ flight provided for in a bill introduced by Congressman Mack.

Photograph of the Wrights’ first powered flight on December 17, 1903, made from the original glass-plate negative in the collections of the Library of Congress.


The last in a series of five articles deals with the Wright brothers and their successful flights on December 17, 1903.


Brief report on Wrights’ European flights, 1908–1909.


Announces plans for Wright brothers celebration, December 14-17, 1953.

Summarizes available data on the Wright gliders and Wright gliding experiments, 1900–1902, and 1911.

An account of the Wrights’ flights in and visits to England, France, Germany, and Italy, 1908–1911.

Anniversary article dealing with the Wright brothers and their flights, 1900–1909, ending with their flights at Centocelle, Italy, in April 1909.

Analyzes claims of Clement Ader, Alberto Santos-Dumont, and the Wright brothers to being the first to fly.

The first six photographs are of flights by Wilbur and Orville Wright, 1903–1908.

Author’s recollection of his observation of a flight by Wilbur at Le Mans, France, in 1908.

The author’s observations on Wilbur Wright’s statement in a letter to Octave Chanute, October 28, 1906, that the successful 1903 flights were due “to peculiar combinations of circumstances which might never occur again.”

An account of the Wright brothers’ negotiations, 1905–1908, with the U.S. War Department for the purchase of their aeroplane.

A popular fiftieth anniversary article which confuses the dates of death of Wilbur and Orville, p. 338, in the sentence, “Orville died in 1912, but Wilbur lived through two wars in which aviation was a major factor.”

Anniversary article based on original reports published in *L'Aérophile*, January 1904 and December 1905.


A fiftieth anniversary article dealing with the Wrights' December 17, 1903, flights at Kitty Hawk, N.C.


Instructions for making a scale model of the Wright 1903 aeroplane.


Summary of letters from the papers of Wilbur and Orville Wright dealing with their early flights, especially the flights of December 17, 1903.


Detailed drawing.


An account of the early Wright aeroplane, gliders, and flights, culminating in their successful powered flights on December 17, 1903.


Includes three-view drawing and data on the Wright 1903 aeroplane based on information available from the staff of the Science Museum and the De Havilland Technical School which constructed the reproduction of the Wright machine on display in the Museum.


Brief account of early work of the Wright brothers which culminated in their successful flight of twelve seconds duration on December 17, 1903.


Review of early Wright gliding flights and gliders, 1900-1902.


Brief report on British exhibitions, lectures, and celebrations arranged to commemorate the fiftieth anniversary of the Wrights' first powered flights, December 17, 1903.


Deals especially with the glider and aeroplane experiments and flights conducted at Kitty Hawk and Kill Devil Hill by Wilbur and Orville Wright in 1900, 1901, 1902, 1903, 1908, and 1911.


An account of Rolls' flight with Wilbur at Le Mans, France, October 8, 1908. Rolls, piloting a French-built Wright aeroplane, was killed in a crash at the Bournemouth Air Meet, in England, July 12, 1910, the first English pilot to die in an aircraft accident.

A New Dimension for Travel—the Wrights. In *Fifty Years of Aviation; Background Information on Aviation's First Fifty Years*. Washington, D.C.: National Committee to Observe the 50th Anniversary of Powered Flight, [1953], pp. 5–9.

Scale plans for building the original Wright 1903 aeroplane.


A list of the Wright brothers’ fiftieth anniversary celebrations.

Summary of the special events and ceremonies held at Kitty Hawk, N.C., December 17, 1953, commemorating the fiftieth anniversary of the Wright brothers’ first successful flights.

An account of Wilbur Wright’s flight from Governors Island to the Statue of Liberty and return on September 29, 1909, as reported in the New York Tribune on September 30, 1909.

A fiftieth anniversary article on the Wright brothers and their first flights at Kitty Hawk, N.C., December 17, 1903, by the news editor of American Heritage.


Includes the texts of the addresses presented, list of dignitaries in attendance, list of sponsors of the celebration, list of sponsors of the reconstruction of the Wright brothers’ buildings at Kill Devil Hill, and the programmed events of the four special days which were “Pioneer & Private Flyers Day,” “Industry Day,” “Defense Day,” and “Anniversary Day.”


1956–1965

Account of the Wrights’ 1903 and 1908 flights at Kitty Hawk by the Weather Bureau telegraph operator at Manteo, N.C.

An eyewitness account of the Wrights’ 1908 and 1909 Fort Myer flights by the Vice-President and Secretary, National Geographic Society.


An account of Orville Wright’s first trial flight at Kitty Hawk, N.C., on December 17, 1903.


Anniversary account of Wilbur’s stay at Les Hunaudières, France, in 1908 and his flight of August 8, 1908, with photograph of stone memorial marking the site of the flight.

Excerpts dealing with Orville Wright’s Fort Myer flights in 1908, originally published in the Army–Navy Journal, Aug. 22, Sept. 5, 12, 19, 26, 1908.

Deals with Orville’s September 1908 flights for the U.S. Signals Corps and the fatal crash of September 17 in which he was injured and his passenger, Lieut. Thomas E. Selfridge, killed.


Copy of the official accident report prepared in 1908.


Emphasizes the role of Wilbur’s 1908 flights near Le Mans, France, in stimulating flying in Europe. Illustrated by unique photographs from an album dedicated by Wilbur to Elizabeth Bollée, daughter of Léon Bollée, French automobile manufacturer and friend of Wilbur.


Prepared for internal Navy distribution from original copy in the Capt. W. Irving Chambers Papers in the Navy Historical Foundation records deposited in the Library of Congress.


Prepared for internal Navy distribution from original copy in the Captain W. Irving Chambers Papers in the Navy Historical Foundation records deposited in the Library of Congress.


Lists 31 aircraft associated with the Wright brothers, 1899-1920. Scale models of most are in the National Air and Space Museum.


A technical account of the Wright brothers’ experiments with gliders and powered aircraft in America and France. Includes the Wright Nos. 1, 2, and 3 gliders, powered Flyer I, Flyer II, and Flyer III.


Lists scheduled events for the sixtieth observance of Wright brothers’ Kitty Hawk flights.


Discusses the claims of the Wrights and Clement Ader of being the first to fly. The author concludes that both flew and that “Ader’s aircraft probably lacked controllability; the Wrights’ aircraft probably lacked power for weight.”


Résumé of 1963 Wright anniversary events including the dedication of the First Flight Airport at Kill Devil Hill, N. C.


Section titled “The First Successful Flights” discusses and illustrates early Wright flights, pp. 10–12, 20. Chronological “Table of Powered Take-offs and Flights (1903-1908)” lists 16 Wright flights made in 1903, 1904, 1905, and 1908. Section titled “Aviation Date List (1799 to 1908),” pp. 30–32, lists 15 events associated with Wright brothers.
Aeroplanes and Flights

1966–1975


Wright aeroplanes and engines are discussed and listed, pp. 79–85, 98. Section titled “Surviving Aircraft,” pp. 101–102, lists four Wright aircraft; section titled “Surviving Engines,” pp. 102–103, lists six Wright engines; and section titled “The First Aerodromes,” pp. 107–110, discusses “Huffman Prairie” and “Kitty Hawk, and the Kill Devil Hills.”


Comprises reproductions from the Air Force Art Collection. Included, pp. 2–7, are “The Wright Brothers’ First Powered Flight,” by Harvey Kidder; “Lieutenant Lahm’s First Flight [with Orville Wright],” by Richard Green; and “The Wright Brothers at Fort Myer,” by John McCoy.


Accounts of the discoveries of nine scientists whose attention to trivial or accidental things led to great advances, including the Wright brothers. Includes illustration of the Wright's first patent granted on a practical airplane.


Exploits of famous, including the Wright brothers, and some forgotten aviation pioneers. Append. pp. 155–159.


The author, who was Orville Wright’s assistant for a period of time, describes the men and major events that comprised the rise of the aircraft industry in America. In his discussion, he includes the Wright brothers, the Wright Company, the Wright Aeronautical Company, and Wright-Martin Aircraft.


Popular overview of the early history of flight, from the 1600s to the Wright brothers to John Glenn’s orbital spaceflight.


Begins with a discussion of the Wright brothers’ achievement, then describes the development of numerous aircraft, their pilots and the records they set. Includes many photographs as well as a list of books for further reading.


Includes numerous popular questions about the Wright brothers.

Bibliography pp. 385–386.


Detailed description of the Wright Flyer, including photographs and drawings, pp. 8–9.

Two other editions under varying titles are also available: *Milestones of the Air: Jane’s 100 Significant Aircraft,* New York: McGraw–Hill, 1969; and *Kitty Hawk to Concorde: Jane’s 100 Significant Aircraft,* London: Jane’s Yearbooks, 1969.


Important personalities and events in the history of flight from the Wright brothers in 1903 to the supersonic transport in 1969, for secondary school level. Illustrated by drawings and photographs. Includes an index.


Describes the Wright brothers’ flights at Kitty Hawk in 1903 and their invention of a control system still used on airplanes today.


Introductory commentary by Capt. Schirra on the Wrights’ achievement. Features portions from original letters and narratives by Orville and Wilbur Wright about their first flights in 1903.


Traces the history of man’s attempts to fly from
early experiments in the fifteenth century to the successful achievements of the Wright brothers in the twentieth century.


Popular but comprehensive guide to private flying. Contains a chapter, “Humble Beginnings,” on the Wright brothers and other early pioneers of flight. Includes numerous photographs, line drawings, and an index.

Bibliography, pp. 345–355.


Brief accounts of historic flights in the development of aviation with a short chapter devoted to each. The first chapter is on the first flight of the Wright brothers. In Italian.


Brief biographical notes of selected pioneers of flight and accounts of their historic flights, with a chapter devoted to each, for older children. One chapter is devoted to the Wright brothers. Includes numerous photographs and drawings.

In French.


Offers a brief illustrated history of aviation, including the Wright brothers’ first flight, and the U.S. Army formally accepting the Wright machine as “Aeroplane No.1, Heavier-than-air Division” in 1909.


Comprehensive and detailed narrative, frequently technical, history of the influence of the Wright brothers on the development of aviation in Europe, particularly in France. Begins with their successful test flights of their No. 3 glider in 1902 at Kitty Hawk. Includes list of newspapers and periodicals cited.


History of aeronautics and flight, from the first balloonists to the space age, including the Wright brothers. Bibliography pp. 93–94.


An account of the role played by the U.S. Life Saving Station at Kill Devil Hill, N.C., in the work of the Wright brothers. The staff of the Station provided assistance by going to the market for food, delivering mail, hauling lumber, and by helping launch and retrieve the aircraft. Five of them assisted in launching the first flight, Dec. 17, 1903, and one of them—U.S. Coast Guardman J. T. Daniels—took the only photograph of the momentous event.

Johnson, Spencer. Illustrated by S. Pileggi. [Value Tales No. 3] Value Tale of the Wright Brothers: The Value of Patience. La Jolla, California: Value Communications, Inc., 1975, illus.

Describes the patient efforts of the Wright brothers to build a flying machine.


Brief history of the College Park Airport, Maryland, the first American military airfield, and now the oldest continuously active airport in the world, inaugurated with the first takeoff and landing by Wilbur Wright in his own Military Flyer on Oct. 8, 1909. Includes early photographs of various airplanes and the airport.


This is the fourth of a four-part series, providing detailed information on the history of American aviation from 1822 to 1905. It covers the Wright brothers from their first visit to Kitty Hawk in 1900 to the completion of their test flights at Huffman Prairie near Dayton, Ohio, in 1905. Includes original photographs, and a technical drawing by William E. Rigsby of the 1903 Wright Flyer.


Detailed descriptions and photographs of historic aircraft in the development of commercial aviation worldwide, with a few brief references in the first chapter, to the Wright Flyers.

In Italian.
1976–1985


Popular history of flight from the myths of ancient times to the Concorde. Contains scattered references to the Wright brothers and notes the difference in approach between the Wright brothers’ emphasis on control in flight and their British and French contemporaries’ emphasis on stability. Illustrated by numerous photographs and drawings. Includes an index.


The author presents the role and impact of the private foundation begun by Daniel Guggenheim on the development of aviation. He created a fund for the promotion of aeronautics, appointing Orville Wright as one of the Guggenheim fund trustees. In 1929, Orville Wright was presented with the first Daniel Guggenheim Medal.

Bibliography pp. 266–278. Includes index.


Describes the trials and failure of aviation pioneer Samuel Pierpont Langley, Secretary of the Smithsonian Institution, and his pilot Charles Manly. The author also presents the stage of work the Wright brothers attained at this point, reporting on their intuitive genius, their efforts with a wind tunnel and wing warping, numerous tests, and their ultimate achievement of the first successful powered flight. This first-flight claim by the Wright brothers was contested by the Smithsonian Institution and remained unresolved until 1942.


History of early aviation, including the Wright brothers.


Pictorial history of the significant personalities, events, and aircraft in the development of aviation, based on a French television production by Pathé-T.F.1 (Television Française 1). The Wright brothers appear in one section, which deals with the first flight of their Flyer in Dec. 1903; the American actor, Haywood Harrel, portrays Orville.

In French.


The article describes the many failures and the final triumph of the Wright brothers at Kitty Hawk, N. C., 1902–1903.


Based on the Wright brothers’ papers in the Library of Congress and War Office papers in the Public Record Office. Numerous footnotes passim.

This article takes issue with Percy B. Walker who maintained, in his work on the history of British aviation, that the Wright brothers and not the British authorities were responsible for the failure of the negotiations to sell their “flyer” to the British government. He accused Wilbur of “muddled thinking” for asserting in the letter that the British government was given the first chance to purchase the invention when the U.S. government had already been approached. Furthermore, the Wrights did approach the War Office between 1906 and 1908, contrary to an inaccurate assertion by Walker.


Description and history of the 153-acre field used by the Wright brothers for their hangar and test flights between 1903 and 1911. Huffman Prairie is now part of Wright-Patterson Air Force Base.


A nicely detailed discussion of the Wright brothers’ bicycle business, including numerous photographs. The author argues that the knowledge and insights the brothers gained from their bicycle business was essential to their success in inventing the airplane.


History of flight from the earliest times to the flight of the Wright brothers at Kitty Hawk, Dec. 17, 1903, with a brief account of subsequent flights by the Wright brothers through 1905. Includes numerous photographs and illustrations, a chronology of major dates in the history of flight, and an extensive index. Bibliography of about 100 entries.

Brief biographies of selected personalities and accounts of historical events in aviation from the first flight of the Wright brothers to the end of World War II. For older children; includes photographs and an index.


An illustrated history of flight, from myths and legends, to early aviation and the Wright brothers, to modern supersonic transports. Bibliography p. 114.


The author begins with the Wrights’ flight demonstrations in France and the unique relationship between France and the Wright brothers, then presents a history of their efforts and experiences which led to their first successful flight.

Includes an artist’s version of a reconstructed model of the Wright Wind Tunnel.


Popular but technically detailed history of airplane design and flight testing. Contains scattered references to the Wright brothers, pointing out some of their outstanding accomplishments and how others improved on their designs. Includes numerous photographs and cutaway drawings of aircraft and engines, and an index.


Describes the Wright Brothers Collection housed in the Department of Archives and Special Collections of Wright State University, Dayton, Ohio. The collection numbers more than 6,000 items and includes the technical books, journals, and pamphlets of the research library of the Wrights; extensive files of their business, financial, and legal records; the manuscript diaries of their father covering the years 1857 to 1917; and 1,500 original prints of their aviation experiments and demonstrations.


Detailed history of flight in the United States from 1900-1983 with emphasis on the social, economic, and political aspects. The first chapter on early flight to 1918 is devoted to the Wright brothers. Includes photographs and an index. Chapter notes pp. 331-350.


This book augments an exhibition opened at the U.S. Air Force Museum, Wright-Patterson Air Force Base, Dayton, Ohio, in May 1984. Contains 56 photographic plates selected from the Wright brothers personal collection, housed at the Wright State University in Dayton, and taken by them, or of them, by others. The editors argue that this exhibition not only demonstrates the achievements of the Wright brothers in aviation but in photography as well. Includes introductory texts by Patrick B. Nolan, Archivist at Wright State University, Ohio, and Ron Geibert. Also includes numerous excerpts from Wilbur and Orville’s letters, diary entries, and other materials.


Detailed history of the impact of the Wright brothers on British thought concerning the vulnerability of Great Britain to future air attack, controversies between proponents of naval and air power, and the impetus for the beginnings of a domestic aircraft industry in Great Britain in the years 1902-1909. Includes excerpts from letters and original documents, and an extensive index.


Obituary of Marvin W. McFarland, editor of the Papers of Wilbur and Orville Wright, selected from the Wright collection bequeathed to the Library of Congress by the Orville Wright estate, published in 2 volumes in 1953, with explanatory notes, appendices of technical data, bibliographic aides, and graphic materials, considered one of the major primary sources for the Wright brothers, and a model for the editing of collections of technical and historical documents.


Also included: “The 1905 Wright Flyer—Preserved and Restored.”

A detailed telling of the Wrights’ technical improvements, tests, and eventual successful flights of the 1905 airplane. The “world’s first practical air-
plane,” it was the world’s first passenger plane, carrying Charles Furnas on April 6, 1908. The author describes the Wright brothers’ entrance into the world of business with the signing of their first contract with the U.S. Signal Corps. Includes illustration of the 1905 airplane, with specifications.


Describes the significant events and circumstances that influenced the course of the development of non-military aviation in the United States, beginning in the first chapter with the Wright brothers and the controversy with Glenn Curtiss.


1986–1995


Popular journal article discussing the influence of the bicycle on the development of the airplane both for the analogy of bicycling and flying in the public mind, and for the technical problems that had to be solved—particularly the problem of control and balance in all three axes of motion and the need for weight reduction. The author argues that the Wright brothers’ experience with the bicycle was an important factor, but it was their genius that was the decisive factor in their invention of the airplane.


Based on Oregon newspaper articles. Includes photos and 98 bibliographic notes. Describes demonstrations by the Glenn Curtiss and Wright brothers troupes; such events helped spark aviation fever in the Oregon press, public, and budding designers and flyers.


A well-researched, detailed study of aerobatics, including the role of the Wright brothers, with numerous photographs, sketches, as well as diagrams of maneuvers.

References on pp. 319–320.


Reminiscences by the author, of the pioneers of aviation in the United States, and of her life as the wife of H. Paul Culver, the first pilot to fly a regularly scheduled air mail route between Washington, D.C., and New York in May 1918. Includes passing references to the Wright brothers and their sister Katharine, and an approving quote attributed to the people of Dayton that “without Kitty Wright there wouldn’t have been any Kitty Hawk.” Includes an index and some photographs.


Presents a brief history of flight, from balloons to space shuttles, including the Wright brothers.


Excellent quality photographs, with history and general information on Huffman Prairie (1914-1916), various Wright airplanes, Wright School of Aviation, Dayton-Wright Airplane Company, establishment of Wilbur Wright Field.

Includes extensive index.


Designed as an aviation history textbook for college level aviation programs. Each chapter begins with a list of the major objectives to be covered and ends with a list of review questions. The Wright brothers are discussed in pp. 1–11. Includes numerous photographs and an extensive index; appendix B contains the answers to the objective questions.


Also published by New York: Orion Books.
Popular history of flight up to the present and speculations on the future, illustrated by numerous photographs and paintings. Part I (pp. 28–70), covers the period from the Wright brothers’ first flight to the beginning of the First World War. Includes an index.


Technical description of computerized simulation of the longitudinal stability of the Wright flyers from 1903 through 1910. Includes a computer program, mathematical equations, detailed numerical data and dimensions, and a personal account of the author’s friendship with the Wright brothers, particularly Orville, from 1910 (when the author was 5 years old) to 1948.


From the Wright brothers to the outbreak of World War I. Includes an index, selected reading list and various appendices on first airplane flights in different countries, airplane fatalities and their causes (1908–1910), and the first 100 certified aviators in major countries.


Consists of the five papers presented at a symposium commemorating the 80th anniversary of the invention of the airplane, sponsored by the National Air and Space Museum, Dec. 16, 1983. The papers, listed separately, discuss the aerodynamic, structural, and power plant technology of the 1903 Wright airplane.


Technical description of the structural design, particularly of the wings, of the 1903 Wright Flyer, to solve the problems of lift and thrust. Includes mathematical equations.


The Wright brothers are featured in the “Milestones of Flight,” and included in “Early Flight” and “Flight Testing”; detailed descriptions of museum exhibits, with numerous photographs and an index.


The history of man’s desire to fly and descriptions of early flights and aircraft, including those of the Wright brothers. Includes glossary and index.


Ph.D. dissertation in the history of science.

Detailed and extensive study on how the Wright brothers solved the technical problems of flight, including the important role of their experience in building bicycles, and their ability to conceptualize practical solutions to mechanical problems using nonverbal graphic mental imagery. The author argues that the Wright brothers used a strictly engineering rather than theoretical approach and solved the basic elements of mechanical flight, particularly the need to balance stability and control in three axes, solutions basically still used today, in their 1902 glider, and that even though their solutions were improved on even in their own lifetime, especially in Europe, they deserve full credit for being the first to solve the problem.


Annotated bibliography of postcards on aviation. Includes the Wright brothers original plane and the Wilbur and Orville Wright Memorial. Descriptive captions for each view include: publisher, manufacturer, type, postmark (if any), and value based on an index ranging from very rare to very common.


Popular description of the mechanics of flight of aircraft, birds, and insects, illustrated by numerous photographs and drawings. Several examples refer to how the Wright brothers solved the problems of flight. Includes an index.

A unique work, invaluable to serious scholars and inspiring to young students. The author presents a study of the Wright family and their interactions, principles of aeronautics and airplane design, detailed explanations of how the Wright brothers used their innate abilities to solve the most technical problems.

Includes illustrations and photographs, bibliographical references, a bibliography, and index.


Contains only a brief account of the first flight of the Wright brothers (pp. 394-400) and a few other scattered references, but provides a comprehensive and detailed history of flight in myth, literature, and reality from ancient times to the present. End notes pp. 493–512 and refs. pp. 513–561. Includes an extensive index.

In German.


In this history of the aircraft and aerospace industries—especially their military aspects—the author includes brief discussion of the Wright brothers’ early experiments and first flight, the Wright Company and Wright Aeronautical Company, and the Wright–Martin Aircraft Corporation.

Includes bibliographical references, a selective bibliography, and an index, pp. 329–366.


Updated reprint, originally published by New York: Stewart, Tabori & Chang. 1986. Popular history of flight from the first Wright Flyer to the present, with emphasis on technological innovations. Includes numerous photographs and an index.


Popular account of the important personalities and events in the history of flight in the United States, with a chapter each, including the Wright brothers. Includes numerous photographs.


A detailed history from the early years to 1915, including diary notations, letters, photographs of the Wright brothers, their 1900 and 1902 gliders, and 1903, 1904, and 1905 airplanes. Documents accidents involving such figures as Beachey, Blériot, Quimby, and Selfridge. Bibliography and photo credits pp. 221–224.


Describes the Wright brothers dreams of flight and the efforts to make these dreams a reality.


A history of aviation, with richly illustrated text, beginning with the 1903 Wright Flyer and concluding with the record-breaking 1986 flight of Voyager. Includes index.


Includes an overview of the life and work of the Wright brothers, especially their early attempts and ideas which eventually led to their first successful flight.


Firsts in aviation history from the first controlled powered flight by the Wright brothers in Dec. 1903 to the beginning of production of the F-22 combat jet in Dec. 1993, each illustrated by a photograph or painting with a brief explanatory text.


Describes some the different devices, including hot air balloons, gliders, and airplanes, used to get people into the air. Includes various projects that children can do. Cites the example of the Wright brothers’ first controlled powered flight, p. 28.


Detailed account of the Wright brothers’ activities at Kitty Hawk and of the people they associated with there, many of whom became lifelong friends, and of what became of those people. The author argues that
if the Wright brothers had first chosen any place other than Kitty Hawk, the airplane might well have been invented by someone else many years later in another country. Includes original photographs, excerpts from correspondence and newspaper articles of the time, and an extensive index. Notes on pages 103–115.


A well-written and well-researched history, which ranges from the Aero Club's early support of the Wright Brothers to a chronology of the recipients of the annual Wright Brothers Memorial Trophy.

References and bibliographies, pp. 325–368.


Popular journal article on reproductions of the 1910 Wright Model B by two groups. The first group, made up of now-retired engineers from Wright-Patterson Air Force Base, Tom Sheetz and Charles Dempsey, built a redesigned look-alike, as they describe it themselves, which has the same dimensions as the original but has wings made of steel instead of wood and fabric, uses ailerons instead of wing warping, and is powered by a 205-horse-power Lycoming helicopter engine. Their reproduction was completed in 1982 and is now based at the Dayton General Airport where it still provides short flights to the public for entertainment. The other group—consisting of Rick Young, Ken Hyde, Greg Cone, and Andrew King—is attempting to build an exact replica which they eventually hope to fly. The article presents different views on how close to the original reproduction should be to be considered a true reproduction.


Important dates in the history of flight from 850 B.C. through 1991, listed chronologically with a paragraph for each date. Includes numerous photographs, a glossary, and an extensive aircraft name and subject index.


A historic survey of the American aerospace industry, beginning with the Wright brothers' achievement of powered flight. Includes drawings of the Wright Machine and the Curtiss Machine, showing especially the control systems used in each airplane.


Explores the decade of the 1900s worldwide, a time which included the Wright brothers' first successful flight at Kitty Hawk, N.C.

Includes biographical references and index.


Popular history of selected events in the development of controlled, powered, heavier-than-air flight, from the first Wright Flyer of 1903 to the stealth fighter of 1992. Each event has its own chapter of 2–4 pages consisting of photographs with a few paragraphs of text. The Wright brothers are included in the first chapter.


Popular but detailed history of flight testing in the Miami River Valley near Dayton, Ohio, particularly at Wright-Patterson Air Force Base (named in honor of the Wright brothers, and Lt. Frank Stuart Patterson who was killed in a test flight in 1918), from the Wright brothers first test flights at Huffman Prairie in 1904 to the transfer of the 4950th Test Wing from Wright-Patterson AFB to the Air Force Flight Test Center (AFFTC) at Edwards Air Force Base in California in 1994. Includes a few brief but pertinent references to the Wright brothers, numerous photographs, a chronology, and an extensive index.


Popular history of aviation, from a general survey of ancient times and in more detail, from the Wright brothers to the present, illustrated by numerous photographs and drawings. Includes an index.


An overview of aviation, from the birth of the Wright brothers to the 1986 nonstop flight of Voyager around the world. Includes a world chronology from 1852 to 1940 and a glossary.


A general but comprehensive history of flight worldwide, from the earliest times to the end of the First World War. Includes several references to the Wright brothers, particularly in chapters 6 (“From the Glider to the Airplane”) and 7 (“The Development of Airplane Design 1904-1909”).

In Russian.

1996–2001


The author discusses the controversy concerning Gustave Whitehead and whether he did indeed achieve powered flight on August 14, 1901, over two years before the Wright brothers.


A popular, detailed history; the author devotes a chapter to the Wrights.

Includes photographs and illustrations, bibliographical notes, a bibliography, and index.


Popular history of aviation from 1903 through 1913, illustrated by 307 photographs of the significant personalities and aircraft of the time, each described by a short paragraph of text. About 90 of the photographs are of the Wright brothers and their airplanes. Includes an index.


Technical discussion of the German Otto Lilienthal’s (1848-1896) aeronautical contributions, particularly his experiments with gliders, his table of lift coefficients—used by the Wright brothers but revised by them in their wind tunnel experiments—and, ultimately, his inspiration to the Wright brothers which they fully acknowledged. Wilbur Wright called him “without question the greatest of the precursors.”


Technical article on the automatic stabilizer invented by the Wright brothers and its significance in decreasing pilot workload. Also included are three illustrations from their patent for this device, No. 1,075,533.


The author devotes chapter 5, pp. 201–243, to the Wright brothers; additional references to them may be found throughout the text. This authoritative history includes numerous photographs, technical drawings, and mathematical equations.


A chronicle of human flight from hot-air balloons to the Wright brothers to space shuttles. Includes an excellent view of the Wright Model A and a list of National Aviation Hall of Fame recipients.


Popular journal article on the construction and test flights of replicas of the Wright gliders of 1900, 1901, and 1902, particularly of the successful test flight of the 1902 replica in 1997, by Rick Young, Jay Grettten, and Ken Hyde. The 1902 glider solved the problem of control, was the basis of the Wright brothers’ patent for a flying machine, and was the model for the 1903 Wright Flyer, which was in effect the powered version of the 1902 glider. Includes photographs of the replicas and a 19 by 29-inch detailed foldout drawing, by Bruce Morser, of the 1902 glider.


Unitt sketches the biography of Charles Edward Taylor (1868-1956), who contributed to the Wright brothers’ aeronautical efforts during the 1900s. In addition to serving as an engineering consultant of sorts to the Wright brothers, Taylor also built the first engines for the Wright Flyer. Includes assembly drawing of 1903 Wright engine.


Briefly describes the Wright brothers’ flying machine.

In this expanded catalog of the National Aeronautics Collection, the editor compiled a selection of brief aircraft histories—with photographs and many schematics—including the Wright 1909 Military Flyer and the Wright 1903 Flyer. Includes appendices.


Brief description of wind tunnel tests by NASA, on a full-scale replica of the 1903 Wright Flyer. The test data will be used by AIAA (American Institute of Aeronautics and Astronautics) volunteers to build a second Wright Flyer to be flown on Dec. 17, 2003, commemorating the 100th anniversary of the first flight in 1903.


The Wright brothers’ first successful aircraft used nineteenth-century technologies; these included several key elements of bicycle technology, such as the use of bicycle chains for the pulley system and wheel hubs for mounting. Orville and Wilbur’s technological skills as photographers were also useful for recording the first flight.


The report presents a history of the Aeronautical Systems Center, from the Wright brothers to the post-cold war period. Includes photographs of the Wright Cycle Shop, Wright Company Machine Shop, and the General Assembly Department of the Wright Company in Dayton.


In textbook format, a popular but detailed history of aviation from the invention of the hot air balloon in 1783 to the present. One chapter is devoted to the Wright brothers, their patents, and their flyers. Includes study questions, a bibliography, and a timeline for each chapter, numerous photographs and drawings, and an extensive index. The first Wright patent for a flying machine, basically a description of their 1902 biplane glider applied for and rejected in 1903 but then finally awarded in 1906, is reproduced in full in an appendix.


Adapted and reprinted from Aviation News, November/December 1999.

The author relates the story of Charlie Taylor, the Wright brothers’ mechanic, who played an important role in aviation history, but was forgotten until many years later.


Newspaper article about a project by a 61-year-old retired airline pilot, Ken Hyde, to build an exact reproduction of the 1903 Wright Flyer and fly it on Dec. 17, 2003, at Kitty Hawk for the Wright Centennial commemorating the 100th anniversary of the first flight.


Popular account of how the exhibits at the Smithsonian National Air and Space Museum in Washington, D.C., beginning with the original Wright Flyer, demonstrate the significance of major technological developments in the modern history of the United States and the world.


Newspaper account of the temporary transfer of the Wright Flyer in the National Air and Space Museum, from its permanent place in the Milestones of Flight gallery to another gallery while skylights are being repaired for leaks. The article describes the sense of awe and reverence the museum workers and museum visitors feel toward the first Wright Flyer.


In this text intended for both students and engineers alike, the author presents the basic fundamentals of aerospace engineering in a manner that is not only clear and readable but also enjoyable and meaningful to the uninitiated reader.

Information on the Wright brothers in general, and such specific topics as their engine design, the Wright Flyers I, II, and III; gliders nos. 1, 2, and 3; propeller design; and the wind tunnel is included.

An article on the first fatality during a test flight piloted by Orville Wright, in which Lt. Thomas E. Selfridge—accompanying Wright as an observer—was fatally injured. The author also describes the rivalry between the Wright brothers and Dr. Alexander Graham Bell and the group called the Aerial Experiment Association.


A richly illustrated chronology comprised of brief journalistic entries, with an extensive general index and an equally extensive listing of picture credits. The Wright brothers are included throughout, from the entry for August, 1899—when they build and test a biplane kite—to the announcement of Orville’s death at 76 in 1948.

**Powerplant**


Technical description of the propellers and engines of the Wright flyers, 1903-1911, particularly of the 1903 Wright Flyer. Includes mathematical equations, photographs, and a detailed cutaway drawing of the 1903 engine.

**Engine**


Brief note on exhibition of Wright four-cylinder engine at the Second Annual Exhibition of the Aero Club of America, December 1906.


Includes report on “Le nouveau moteur des frères Wright,” p. 15, which is based on the account in the *Scientific American*, December 15, 1906.


The Wright engine built by Bariquand et Marre in France.


Details of the Wright engine manufactured in Germany by the Neue Automobil-Gesellschaft at Oberschöneweide.


Four-cylinder engine used in the “Baby Wright,” 1910.


Scant details in 1910-1914 editions.


The four-cylinder Wright engine built by Bariquand et Marre and exhibited 1909 in Paris.


The Bariquand et Marre engine.


Short description of the four-cylinder Wright engine manufactured by Bariquand et Marre.


Brief description of improved four-cylinder Wright engine being built in Germany by the Neue Automobil—Gesellschaft for the Flugmaschine Wright-Gesellschaft.

*Wright Aeroplane Motor Type “6-60.”* Dayton, Ohio: The Wright Co., [1913], 4 pp., +illus.

Leaflet issued by the Wright Company advertising this motor.


Brief specifications of the four- and six-cylinder engines.

Account of use in Wright type hydroplane piloted by Harry A. Atwood.


Detailed account of “6-60” engine.


The “6-60” engine.


Auxiliary shaft as adopted in the new aeroboat model.


Brief description of Wright 4, 6, and 8 cylinder and 6-60 engines.


In his discussion of the “Early Period” author has brief description of early Wright engines, pp. 412–414.


Account of the development of the first Wright aeroplane engine.


Technical description of the flight engines used by the Wright brothers, 1903-1915. Includes many photographs, detailed drawings, and a one-page index.


Technical descriptions with corresponding photographs of engines; includes the Wright Hispano, the J65, Martin, and Whirlwind. Also includes a glossary and index.


An overview of the technical development of the aircraft engine from the early 1800s through 1918, including the Wright Flyer.

**Propeller**


Letter to the editor, December 1908, commenting on Wrights’ use of twin propellers and stating belief that propeller was not the immediate cause of the Fort Myer accident.


Brief comment on previous article in *L’Aérophile*, February 1, 1909, pp. 51–54 titled, “L’Aéroplane Wright et les aéroplanes francais.”


Published also in his *Theorie und Berechnung der Luftschrauben*, Berlin: Verlag von M. Krayn, 1910, pp. 94–98, +illus.

Details and calculations on the Wright propeller by a German engineer attached to the Royal Prussian Aerial Battalion in Berlin.


Based on calculations of Captain Eberhardt above.


Includes discussion on the Wright brothers’ propeller.


Includes description of the Wright propeller with discussion of blade outline, pitch, cross section, line of center of pressure, and construction.
Automatic Stabilizer


Based on specifications of the Wrights' British patent No. 2913, filed February 6, 1909, and granted September 9, 1909. The automatic stabilizing device, used in actual flights by the Wrights as early as 1908, was first described in their American patent No. 1,075,533, filed February 10, 1908.


Based on British and French patent specifications.


Includes comments by Ernest Archdeacon, Marcel Armengaud, and René Quinton.


Report on use in 1911 glider flights at Kitty Hawk.


Abridgment of Wright patent No. 1,075,533, filed February 10, 1908, and granted October 14, 1913.


Brief general statement of operating principles, with an account of test by Orville.


Discussion of Wright patent (1913) with statement of modifications.


Excerpts from the official report to the Aero Club of America by the committee which witnessed 17 flights by Orville at Dayton, December 31, 1913.


Brief note based on American announcement of award of Collier Trophy to Orville.


Supplements note in October issue with explanation of modifications made after filing of patent application.


Another account of demonstrations by Orville Wright at Simms Station, Dayton, December 31, 1913, before committee of the Club.


Based on descriptions in recent issues of American trade journals.


Based on description in *Scientific American*, January 3, 1914.


Brief note based on patent specifications.


Summary of recent press reports on automatic stabilizer.

A Bibliography
Control Devices


Outline of the steering mechanism of the Wright aeroplane.


Brief note and explanatory statement by Wilbur Wright on the interconnection of the wing warping lever and the rudder.


The Wrights’ first side slip “indicator,” here incorrectly called an anemometer, is described as a soaked and grimy rag supposedly regarded by the Wrights as superior to a pendulum or other similar device.


Drawings and detailed description of the new control furnished by an American correspondent.

Illustrating the Control System of Wright Planes. Aero, St. Louis, Mar. 25, 1911, vol. 1, p. 228, +illus.

Diagram only.


The Wright Company. Incidence Indicator. [Dayton, Ohio, 1913.], 1 p., +illus.

Advertising leaflet with illustration and brief description of operating principles of the indicator. The indicator described was a simple wind vane controlling a pointer moving over a dial which was controlled by a special mechanical contrivance which eliminated gravity influence.


Announces availability of the new incidence indicator and gives brief description.


Published also in Aircraft, Sept. 1913, vol. 4, p. 159.


Brief descriptive note.


Description of new automobile-type steering wheel in combination with a rotatable rudder handle which replaces older lever system.


Brief descriptive note.


Report on flight of Orville Wright with a new type elevator control on April 17.


Apparently identical with 1913 model.


Included in discussion of control systems in use in 1909 in Wright, Voisin, Blériot, Antoinette, Henry Farman, and Curtiss aircraft.
Wind Tunnel


Paper given before the National Aeronautical Meeting of the Society of Automotive Engineers, New York, April 17, 1950, by the Assistant Technical Advisor to the Orville Wright Estate. Presents technical details of Wrights’ 1901 wind tunnel experiments. Also included are discussions: “Wright Brothers and Aerodynamics,” by Francis H. Clauser; “Design, Structural Features of Wright Brothers Airplane,” by Alexander Kartvelli; “Powerplants Built by Wright Brothers,” by Opie Chenoweth.


Address delivered at the dedication of the Wright Brothers Memorial Wind Tunnel at the Massachusetts Institute of Technology, September 12, 1938.


Technical description of wind tunnel tests in 1982 and 1983, on 1/6- and 1/8-scale models of the 1903 Wright Flyer, for stability and control. Includes graphs and mathematical notations.


Paper presented at the Sixth Annual Meeting of the Institute of the Aeronautical Sciences, January 26, 1938. Author deals briefly with 1901 wind-tunnel experiments and attempts modern interpretation of Wright data.


Based on data supplied the author by Orville Wright.


Includes listing of Wrights’ 1901 and 1917 wind-tunnel apparatus and drawings and descriptions of data sheets and notes of the 1901 and 1917 wind-tunnel tests bequeathed to the Franklin Institute by Orville Wright.


Follows the development of the wind tunnel and its importance in the advancement of flight, from the Wright brothers’ experiments in preparation for their flight in 1903 to the world’s largest wind tunnel for aerospace research under construction at the Ames Research Center at Moffett Field, California.

Shaw, Herbert. Orville Wright Finds Historic Relic, Long Lost. Mechanism Which Made First Flight
Reprinted from Dayton Daily News.

The balances used in the Wrights' 1901 wind tunnel and lost December 6, 1916, were found in the attic of Orville's laboratory, December 9, 1946.


Includes "Brief Notes on Balances of Other Types," pp. 39–40. This was the balance used by Orville Wright in the wind tunnel at his Dayton laboratory, 1917-1922.

Brief note on Wright wind tunnel instruments on the occasion of presentation of reproductions to Oberlin College.

Editorial comment on Dr. George W. Lewis' 1939 Wilbur Wright Memorial Lecture before the Royal Aeronautical Society.

**Patents and Patent Suits**

**United States**


The basic Wright patent, incorporating the constructions and combinations of the Wright 1902 glider.


Device for maintaining automatic stability.


Invention designed to increase the lift of an airfoil through the use of a split flap.

The toy consists of a device by which an object, such as a doll, is thrown through the air and caused to be engaged and to be supported by a swinging bar.

**Austria**


**Belgium**


**France**


**Germany**


Hungary


Italy


Russia


Spain


United Kingdom

[Orville Wright and Wilbur Wright] Improvements in Aeronautical Machines. Complete specification. No. 6732. Date claimed for patent under Patents and Designs Act, 1907, being date of first foreign application (in France), 23rd Mar., 1903. Date of application (in the United Kingdom), 19th Mar., 1904. Accepted, 12th May, 1904. London: H. Majesty’s Stationery Office, 1904. 5 pp., +illus.

[Orville Wright and Wilbur Wright] Improvements in or Connected with Flying Machines. Complete specification. No. 24,076. Date claimed for patent under Patents and Designs Act, 1907, being date of first foreign application (in the United Kingdom), 10th Nov., 1908. Accepted, 18th Feb., 1909. London: H. Majesty’s Stationery Office, 1909, 8 pp., +illus.


Court Records

The Wright Company Vs. The Herring-Curtiss Company and Glenn H. Curtiss


Submitted December 1909 in appeal by the Wright Company, filed August 18, 1909, to enjoin the Herring-Curtiss Company and Glenn H. Curtiss from manufacturing, selling, or using for exhibition purposes the Curtiss aeroplane.


Published also in Federal Reporter, May-June 1910, vol. 180, pp. 110-111.

Opinion of January 4, 1910, granting a preliminary injunction to the Wright Company. Published with Judge Hand's decision of February 17 in the Wright Company Vs. Louis Paulhan suit.

Transcript of Record, Appeal from the Circuit Court of the United States for the Western District of New York. United States Circuit Court of Appeals for the Second Circuit. New York: C. G. Burgoyne, [1910], 476 pp., +illus.


Also includes corroborating Wright testimony, defendant's affidavits as well as photographs, exhibits, and numerous other documents introduced into the record.


Submitted October 1912.

Arguments for the complainant before Judge Hazel, November 19, 1912.


[Transcript of Record on Appeal from the Decree of Court, April 8th, 1913.] United States Circuit Court of Appeals. [New York: 1913], 3 vols. (2184 pp.)
Compilation and reprinting of pertinent records in the action including Complainant's Record and Defendant's Record above.


Affirms earlier interlocutory decree upholding the validity of the Wright patent.

The Wright Company Vs.
The Curtiss Aeroplane Company

Bill of Complaint. In the United States District Court, for the Western District of New York. [Dayton, Ohio: November 16, 1914], 11 pp. [typescript]

Filed with supporting affidavits of A. F. Barnes and Orville Wright in a preliminary injunction motion November 17, 1914, against the Curtiss Aeroplane Company. Because of the sale of the Wright Company, October 15, 1915, subsequent delays, and the aircraft manufacturers' cross-licensing agreement of July 1917, this case was not brought to trial.

Affidavit of Orville Wright. [Dayton, Ohio: November 16, 1914], 5 pp., +illus. [typescript]
States that, despite earlier court decrees and judgments in favor of the Wright Company, the Curtiss Aeroplane Company is continuing to manufacture, use, and sell flying machines which infringe the Wright patent and gives a detailed report on the infringing features of the Curtiss aeroplane.

Affidavit of Alpheus F. Barnes. [New York: November 16, 1914], 8 pp. [typescript]

Affidavit of Edward C. Huffaker. [Hammondsport, New York: December 28, 1914], 7 pp. [typescript]

Affidavit of Grahame H. Powell. [Washington, D.C.: December 28, 1914], 4 pp., +illus. [typescript]

Affidavit of Robert L. Reed. [Hammondsport, New York: December 28, 1914], 23 pp. [typescript]

Affidavit of Thomas W. Smillie. [Washington, D.C.: December 28, 1914], 2 pp., +illus. [typescript]

Affidavit of Charles Gurtler. [Rochester, New York: January 5, 1915], 5 pp., +illus. [typescript]

Affidavit of Edson Gallaudet. [New York: January 8, 1915], 11 pp., +illus. [typescript]

Affidavit of Charles M. Manley. [New York: January 9, 1915], 42 pp., +illus. [typescript]

Manly Second Affidavit. [New York: January 9, 1915], 4 pp. [typescript]

Affidavit of Harry Benner. [Hammondsport, New York: January 11, 1915], 3 pp. [typescript]


Affidavit of Henry C. Genung. [Buffalo, New York: January 11, 1915], 2 pp. [typescript]

Affidavit of G. Ray Hall. [Buffalo, New York: January 11, 1915], 9 pp. [typescript]
Affidavit of John A. D. McCurdy. [Buffalo, New York: January 11, 1915], 13 pp. [typescript]

Affidavit of Henry T. Wehman. [Hammondsport, New York: January 11, 1915], 4 pp. [typescript]

Affidavit of Dr. Albert F. Zahm. [Hammondsport, New York: January 11, 1915], 13 pp. and 11 photos. [typescript]

Affidavit of William Elwood Doherty. [Hammondsport, New York: January 12, 1915], 3 pp. [typescript]

Additional Affidavit of John A. D. McCurdy. [Buffalo, New York: January 12, 1915], 3 pp. [typescript]

Charles M. Manley’s 2nd Additional Affidavit. [New York: January 13, 1915], 5 pp. [typescript]

Affidavit of Charles A. Stiles. [New York: March 18, 1915], 3 pp. [typescript]

Affidavit of Roy Knabenshue. [Dayton, Ohio: March 25, 1915], 2 pp. [typescript]

Affidavit of Harry C. Watts. [Los Angeles: March 27, 1915], 1 p. [typescript]

Affidavit of Walter R. Brookins. [Dayton, Ohio: April 16, 1915], 5 pp. [typescript]

Affidavit of Orville Wright. [Dayton, Ohio: April 24, 1915], 48 pp., +illus. [typescript]

A reply to a number of the affidavits filed above with a discussion also of prior art and extensive testimony on the “Langley Machine” and “Tests at Hammondsport,” pp. 31-48.

Affidavit of Walter R. Brookins. [Newcastle, Pennsylvania: April 30, 1915], 7 pp. [typescript]

Affidavit of Orville Wright. [Dayton, Ohio: May 10, 1915], 3 pp. [typescript]

States that he has reason to believe but has been unable to prove that knocked-down Curtiss aeroplanes were being shipped to England and assembled there with the incorporation of a double acting aileron control.

E. E. Winkley Vs. Orville & Wilbur Wright


Submitted, May 1912, in an interference which was declared on August 12, 1910, by the Commissioner of Patents in an action by Erastus E. Winkley, an inventor, who developed an automatic control for sewing machines and conceived the idea that this control could be applied to the regulation of flying machine wings and claimed its disclosure at an earlier date than that of the Wrights.

A decision by the examiner of interference, August 7, 1912, awarding priority of invention to the Wrights. This was appealed but the original decision was affirmed by the examiner in chief, May 26, 1913.

Flying Machines, Testimony in Behalf of Wright & Wright. United States Patent Office Interference No. 32,042. [Interferences Nos. 32,042, 32,302, 32,304, 32,305 and 32,306 Consolidated.] Dayton, Ohio: [1912], 37 pp., +illus.

Includes depositions taken at Dayton, Ohio, January 9-10, 1912, of Orville Wright, pp. 7–19, and of Wilbur Wright, pp. 19–25, with testimony on the conception of their patent no. 415,105, filed February 10, 1908, and introducing into the record several drawings used for their patent application and correspondence with Katharine Wright and H. A. Toulmin regarding it.

The Wright Company Vs. Louis Paulhan


Submitted in appeal by the Wright Company for an injunction to restrain Louis Paulhan, French aviator, from using several flying machines, claimed to infringe the Wright patents, which were imported into the United States for exhibition purposes.

Exhibit Book [New York: 1910], 113 pp., +illus.

Compilation of complainant’s and defendant’s exhibits, comprising patents, drawings, blueprints, and photographs relating to points at issue.


Published also in Federal Reporter, May-June 1910, vol. 177, pp. 261–271 and, together with Judge

Decision rendered February 17, 1910, affirming earlier decision of Judge Hazel, January 4, 1910.


Appeal from Judge Hand’s order of February 24 granting preliminary injunction to the Wrights restraining Paulhan “from importing, exhibiting and using ... Farman and Bleriot machines,” alleged to infringe the original Wright patent.

Brief for Complainant-Appellee, and Abstract of Evidence, on Appeal from an Order Granting a Preliminary Injunction. United States Circuit Court of Appeals, for the Second Circuit. [Springfield, Ohio: 1910], 69 pp.


Reverses earlier order for a preliminary injunction.


Records, 1910–1912, in a suit filed by Charles H. Lamson against the Wright Company for alleged infringement of his kite patent no. 666,427, issued January 22, 1901. Includes deposition of Wilbur Wright, taken at Dayton, Ohio, March 30–April 2, 3, 4, 1912, pp. 13–76, and deposition of Orville Wright, April 5, pp. 77–90, telling of their early experiments, particularly their kite experiments in 1899.

The Wright Company Vs.

Claude Grahame–White


Filed November 29, 1910, in suit for $29,000 for infringement and accounting by reason of defendant’s use of Farman and Bleriot machines in the United States. These machines were alleged to infringe the Wright patent. A judgment of $1,700 for the complainant was decreed January 24, 1912.


Filed February 6, 1911.


Includes testimony of William J. Hammer, consulting engineer, and of James W. See, mechanical engineer, taken February 13 and 15 at the office of H. A. Toulmin, Dayton, Ohio.


Submitted November 1911. The court ordered that printing of records in this action be dispensed with October 19, 1911.

Complaint. In the United States Circuit Court, Southern District of New York. [New York: 1911], 6 pp. [typescript]

Filed December 11, 1911.

Answer. United States District Court, Southern District of New York. [New York: 1912], 10 pp. [typescript]

Filed January 25, 1912.

Answer to Amended Complaint. United States District Court, Southern District of New York. [New York: 1912], 10 pp. [typescript]

Filed January 25, 1912.
The Wright Company Vs. Aero Corporation Limited


Decision denying motion for an injunction in suit brought December 6, 1910, by the Wright Company to recover $15,000 from the Aero Corporation, Ltd., which managed the Belmont Park Meet in September-October, 1910. It was dismissed by Justice Cohalan of the New York Supreme Court, January 19, 1912, on grounds that the Wrights had insufficient cause for action.


The record and case were filed in the Appellate Division, New York State Supreme Court, March 25, 1912. Includes direct and cross examination of Wilbur Wright, January 15, 1912, pp. 30–36, 102–103, and 111–118, as well as plaintiff's exhibits consisting of the agreements entered into and correspondence relating thereto.


The motion was denied and this judgment later was affirmed with costs.

Regina Cleary Montgomery, et al. Vs. Wright-Martin Aircraft Corporation


Suit for infringement filed against the Government of the United States by the heirs of John J. Montgomery, original owner of patent no. 831,173, granted September 18, 1906. The decision was against the heirs and the petition ordered dismissed, May 28, 1928.

Includes depositions of Orville Wright, taken at Dayton, Ohio, January 13, 1920, pp. 651–691, 857, and on February 2, 1921, pp. 694–714. Corroborating depositions by Spratt, Fansher, Meyer, Taylor, Westcott, and Dough, covering the prior development work of the Wright brothers, were also submitted and included.

Regina Cleary Montgomery, et al. Vs. The United States


Suit for infringement filed against the United States by the heirs of John J. Montgomery, original owner of patent no. 831,173, granted September 18, 1906. The decision was against the heirs and the petition ordered dismissed, May 28, 1928.

Includes depositions of Orville Wright, taken at Dayton, Ohio, January 13, 1920, pp. 651–691, 857, and on February 2, 1921, pp. 694–714. Corroborating depositions by Spratt, Fansher, Meyer, Taylor, Westcott, and Dough, covering the prior development work of the Wright brothers, were also submitted and included.

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Includes depositions of Orville Wright, taken at Dayton, Ohio, January 13, 1920, pp. 651–691, 857, and on February 2, 1921, pp. 694–714. Corroborating depositions by Spratt, Fansher, Meyer, Taylor, Westcott, and Dough, covering the prior development work of the Wright brothers, were also submitted and included.


Submitted December 3, 1920, in suit for infringement of the original Wright patent no. 821,393. Has extensive references to the Wright Company and quotes from affidavit of Orville Wright, pp. 7–8, 12–14, on its organization and on the British Wright Company.

George Francis Myers Vs. The United States


Decision against the plaintiff in a suit brought June 2, 1923, against the United States Government by George Francis Myers alleging infringement of his patent no. 1,226,985 for a flying machine, granted May 22, 1917. This was granted on his application of September 20, 1915, which the plaintiff asserted was a continuation in part of his earlier application of January 29, 1897.

[Deposition of Orville Wright for Defendant. Dayton, Ohio: October 28, 1925], 52 pp. [typescript]

Deposition of Orville Wright. [Dayton, Ohio: February 28, 1927], 23 pp. [typescript]

Deposition of Orville Wright. [Dayton, Ohio: October 14, 1935], 13 pp. [typescript]

His Majesty, the King, Plaintiff, and Myers Canadian Aircraft Company, Ltd., et al, Defendants. Canada Law Reports (Exchequer Court), 1931, pp. 146–158.

Judgment May 18, 1931, for plaintiff in action instituted October 1930, to annul Myers' patents nos. 146,917 and 187,882. Quotes from testimony of Orville Wright on Myers' United States patent no. 1,226,985, pp. 157–158.

[Deposition and Cross Examination of Orville Wright. Dayton, Ohio: October 9-10, 1930, 51 pp.] [typescript]

Extensive testimony on the early Wright experiments and early Wright aeroplanes.

Published References to Patents and Patent Suits


Based largely on specifications of Wright French patent no. 342,188, published September 1, 1904.


Includes drawing by W. B. Robinson from documents in the British Patent Office.


Discussion and comparison of the French 1904 Wright patent and the two new French Wright patents, nos. 384,124 and 384,125.


Reprinting of French patents no. 384,124 and no. 384,125; published March 30, 1908.


Italian translation of Captain Ferber's letter to Georges Besancon originally published in L'Aérophile, July 1, 1908.


Letter of June 22, 1908, addressed to the director, Georges Besancon, commenting on French patents.


Résumé of Wright Belgian patents.
Abstract of British patent granted March 4, 1909.

Based on specifications of British patent no. 24076 applied for November 10, 1908, and granted March 4, 1909.


Abstract of Wright British patent no. 24076.

Brief note on Wright British patent.

Abridgement of Wright British patent no. 24076.

Cody claimed that a machine employing automatic stability was commenced by him in October 1907, a month before the Wright patents were filed.

Abstract of British Wright patent no. 24076.

Abstract of British Wright patent no. 2913.

Announcement of the filing of a bill of complaint by the Wrights against Glenn H. Curtiss.

Editorial commenting on infringement claims of the Wrights in their suit against the Aeronautic Society of New York.

Wright German patent no. 173378.

Includes claim by the Schroter-Motorenfabrik that it has employed wing warping in its machines for period of 13 years.

Traces actions of the Wrights and Government patent examiners which led to the granting of Wright patent no. 821,393, dated May 22, 1906, and gives Wright claims as set forth in their suit against Aeronautic Society.


Reprints photographs and accounts of Herring's machine from American Engineer and Railroad Journal, January 1895, which editor contended contained all principles claimed by the Wrights except wing warping.


Abstract of Wright patent specifications.


Originally published in L’Automobile.

Lecture delivered before the Verein Deutscher Flugtechniker giving detailed chronological account of the Wright patent actions, 1904-1905.

Note on Wright suits brought against the Aeronautic Society and against Glenn H. Curtiss.

Quotes from New York correspondent of the Daily Telegram on the Curtiss case.

Based on lecture by John Rozendaal, November 25, before the Automobil- und Flugtechnische Gesellschaft, Berlin.

Summary of Rozendaal lecture.


Discussion of Wright patent no. 173,378.

Discussion, pp. 932, 934.
Address before the Automobil- und Flugtechnische Gesellschaft, Berlin, November 25, 1909. Includes comments on the Wright patent by Blériot, Farman brothers, Kress, Nimfuir, and Wels.

From Automotor Journal.
Résumé of British Wright patent no. 6732.

Injunction granted January 3, restraining Herring–Curtiss Company and Glenn H. Curtiss from manufacturing, selling, or using for exhibition purposes the Curtiss aeroplanes. Includes extracts from briefs.

Extracts from the court's opinion and briefs.

Apitz, J. Bewertung des deutschen Wright-Patentes.

Expansion of a lecture delivered before the Verein Deutscher Flugtechniker in Berlin.

Summarizes points at issue and quotes from affidavits in case which was decided February 17, in favor of the Wrights, by decision of Judge Hand.


From Judge Hand's decision rendered February 17 in the United States Circuit Court, Southern District of New York.

Summary of points at issue.

Counsel for Paulhan cites ten errors which he believes justify an appeal from the decision.

Brief statement on the operating principles of the Blériot and Farman aeroplanes used by the author.

Statement by counsel of the Wrights.

Excerpts from the opinion of Judge Hand handed down February 17.

Statement on principal points at issue.

Report on conference between Wilbur Wright and Andrew Freedman, representing the Wright Company.
and an Aero Club of America committee at which an agreement was reached that the Aero Club recognize the Wright patent.


Letter of Ader, March 21, 1910, to Israel Ludlow denying statements made by Wilbur Wright in the Wright–Paulhan lawsuit about the Ader machine and its purported flights in 1897.


Author contends that the newly incorporated Wright Company constitutes a possible monopoly.


Advocates a low license fee for all aircraft infringing the Wright patent.


Author contends that the Wright patent is valid and that the patentees are entitled to all its benefits.


Response to editor’s request for their views on Wright patents.


Editorial.


Announces the filing by Charles H. Lamson of an appeal for an injunction against the Wright Company and Wilbur and Orville Wright for alleged infringement of his kite patent no. 666,427, issued January 22, 1901.


Reports that the injunction granted by Judge Hazel has been set aside by the United States Circuit Court of Appeals, June 14, 1910.


Statement on current status of patent litigation.


Report of denial of the United States Circuit Court of Appeals, June 30, of a Wright Company motion asking that the Curtiss Company put up a bond to protect the Wright Company against loss in the event of their winning the patent suit.


Wright Suits. *Aeronautics*, New York, Apr. 1911, vol. 8, p. 120.


Decision rendered April 29, 1911, by the French Third Civil Tribunal. Although technically the judgment was rendered in favor of the Compagnie Générale de Navigation Aérienne, French concessionnaire of the Wright patents, the final decision was withheld pending presentation of evidence by MM. Léauté, Renard, and Deprez purporting to prove that the Wrights were not the first to use the principles covered by their patents. The action against Santos-Dumont was dismissed on the ground that he constructed aeroplanes for his own use and did not infringe the patent law.


Digest of French court decision of April 29 above.


Summary of French court decision of April 29.
Includes statement of Frank H. Russell, manager of the Wright Company.


Suits served by Wrights to restrain Grahame–White from flying in the United States and to compel him to render an account of his profits.

Text of Wright French patent no. 342,188.

Based on statements of André Henry-Coïnnier.

Dismissal by Justice Cohalan of New York Supreme Court, of suit brought by the Wright Company to recover $15,000 from the Aero Corporation, Ltd., which managed the Belmont Park Meet in September 1910.

Wilbur Wright's letter of March 19 to the editor on the recent decision of the German Patent Office, February 22, nullifying the main claim of the German Wright patent, because of disclosures of the Wright system of control made before the filing of the Wright patent application in Germany. The disclosures cited were those contained in a report of a speech of Octave Chanute published in *L'Aéronaute*, May 1903, and by Wilbur Wright in his 1901 address before the Western Society of Engineers. a synopsis of which appeared in *Automotor*, February–March 1902.

Note on refusal to permit participants in Gordon–Bennett Cup Race to engage in money-making exhibition flying.

Analyzes Wright patent decisions to date and cites need for clear definition of privileges deriving from original Wright patent.


Author states his belief that court decision will be a fair and just one.

Hayward, Charles B. Wright Patents in American and Foreign Courts. In his *Practical Aeronautics*, Chicago: American School of Correspondence, 1912, pp. 505–524.
Extensive summary of patent developments and status as of January 1912.

Quotes from Judge Hand's 1910 injunction statement and the Wrights' statement on the use of their control system.

Translation of German patent decision rendered February 22, 1912.


Includes chronological history of the Wright suits and comments on the court decision of February 27 by Captain Thomas S. Baldwin, Thomas W. Benoist, Alan R. Hawley, and the Curtiss Aeroplane Company.

Author attempts to differentiate Wright and Curtiss control systems.
Court Records


Quotes from opinion of court handed down February 27, 1913.


German decision of February 26, 1913.


Judge John R. Hazel's decision of February 27, granting decree sought by Wrights.

German Court Favors Wright Patents. *Aero and Hydro*, Mar. 8, 1913, vol. 5, p. 419.

Quotes from telegram sent from Leipzig by Orville Wright.


Quotes from statement by Orville Wright, March 7, to a representative of the Paris edition of the *New York Herald* and from an interview with Griffith Brewer.


Judge Hazel's decision on February 27 in the District Court of the United States for the Western District of New York upholding the Wright patents.


American and foreign reaction to recent decisions.


Brief résumé of court proceedings in France, Germany, and the United States.


Text of opinion rendered February 27 by Judge Hazel.


Brief statement by Orville Wright commenting on decisions on Wright patents in Germany, France, and the United States.


Wright patent no. 1,075,533, filed February 10, 1908, and granted October 14, 1913.


Brief summary of patent decisions to date.


Editorial comment on the court decision of January 13 in favor of the Wrights in their infringement suit.


Speculation on effects of court decision of Jan. 13.


Editorial comment.


Letter to the editor.


Editorial comment on the acceptance by the British Wright Company of a settlement of £15,000 from British War Office in lieu of the original £25,000 asked for the use of the Wright patent.


Suit filed November 15, 1914, against the Curtiss Aeroplane Company.


Announces settlement price of £15,000 by British government for the use of Wright patents.


Includes letter from Griffith Brewer setting forth official policy of the British Wright Company.


Author claims that his principle of lateral stability is unlike that of the Wrights.


Discussion of Government purchasing of aircraft and possible purchase by the Government of the basic Wright patent.


Announcement of the filing of a suit September 24 by the heirs of John J. Montgomery against the Wright–Martin Aircraft Corporation.

Wright Patent Expires This Year. Aerial Age, Mar. 1923, vol. 16, pp. 139, 142.

States Wright patent will expire May 22, 1923.


Further discussion of implications of the expiration of the Wright patent.


Published also in revised 1943 edition.

Brief résumé of the Wright patent suits.


Summary of principal patent suits and issues.


The author discusses how much easier it was to invent a “flying machine” than to patent it. After three years of numerous attempts and rejections, the Wright brothers were finally issued a patent on May 22, 1906. It wasn’t until 1908 that they finally had public recognition.


A mock trial; a “Presidential Showcase Program” presented at the 1995 Annual Meeting of the American Bar Association, Section of Public Contract Law, based on the historic incident of the Wright brothers agreeing to sell the U.S. government a heavier-than-air flying machine for $25,000.
Wright Companies and Schools

Flugmaschine Wright G. m. b. H. Berlin: [Vereinigte Verlagsanstalten G. Braunbeck & Gutenberg-Druckerei Aktiengesellschaft, 1909] 12 pp., +illus.

Descriptive brochure issued by the Flugmaschine Wright G. m. b. H. giving details on the formation of the company and the Wright aeroplane and its performance.


List of the board of directors, including Orville Wright, and statutes of the newly organized company.


Gives details on the manufacture of the Wright machine and conditions for use of machines for exhibition purposes.


English translation of German edition above.

Wrights Form $1,000,000 Company. Aeronautics, New York, Jan. 1910, vol. 6, p. 11.

Statement of incorporation of the Wright Company, November 22, 1909, for the purpose of manufacturing and trading in flying machines.


Brief mention of formation of the Flugmaschine Wright, G. m. b. H. in Germany.


Brief note on formation of the “Aeroplane Exhibition Co.,” exclusive licensee under the Wright brothers’ patents, with Roy Knabenshue as manager.


Reproduces Wright letter of April 8, 1910, agreeing not to take any legal action against aeroplanes imported into the United States solely for this competition.


Counsel for the French aviator, Louis Paulhan, challenges right of Wrights to demand licensing of pilots for exhibition flights using machines infringing on their patent rights.


Includes interior views of German Wright factory.


Reprints correspondence relating to the agreement of April 8, between the Wright Company and the Aero Club of America, by which the latter agrees to sanction meets only through proper arrangements with the Wrights and includes text of agreement.


Announces that the Wright school in Montgomery, Ala., was closed in May.


Agreement relates to foreign participation in a forthcoming contest for the Gordon-Bennett International Aviation Trophy scheduled to be held October 22, 1910.


Portraits of Walter Brookins; Roy Knabenshue, manager; Thomas Jackson, representative; and Phil Parmelee.


Emphasizes the building up and organization of the Wright Company.


Account of flight training at Wright Company flying field at Dayton under supervision of J. C. Turpin.

*The Wright Flyer*. Dayton, Ohio: The Wright Co. [1911], 5 pp., +illus.

Includes details and illustrations of the Model B, Model R, and the four-cylinder Wright motor.


Reproduces letter from Wright Company, signed by Wilbur Wright, granting representatives of foreign countries right to participate in race for Gordon-Bennett Cup regardless of questions of patent infringement.


Reprinted from Toledo *Daily Blade*, June 4, 1910.

Account of visit to Wright factory in Dayton.


Decision against complainant, Morris Gorsuch, who brought suit for $25,000 damages because he suffered a broken arm when a Wright aeroplane crashed into the grandstand at Asbury Park, August 10, 1910.


Brochure with brief descriptive notes on the company; Models B, C, and D; the four and six-cylinder engines; the Wright School of Aviation; and a list of forty-two graduates of the school.

*The Wright Company School of Aviation*. Dayton, Ohio: [The Wright Co., 1912], 3 pp., +illus.

Advertising leaflet giving details on courses of instruction and rates.


Account of activities for the year 1913.


Announces the granting of the first Wright license for exhibition flying to Lincoln Beachey on May 23.


Statement of Orville's reasons for the purchase of outstanding stock.


Announcement relative to the granting of licenses to users of machines.


Confirmation on June 16 by Russell A. Alger of the sale by the board of directors of the Wright Company to Orville Wright three weeks ago.


Brief note reporting sale.


Some details of the sale.


Details of the sale of the Wright Company with a statement by C. S. Jennison who arranged the purchase of the Wright Company stock.


Informational brochure issued for prospective students at the school located at Hempstead Plains Flying Field, New York.


Recollections by a partner of Flint & Co., the Wrights' business representative abroad.


Brief mention of the original Wright Company.


Account of early Wright activities at their winter flying school in 1910 at site of present Maxwell Air Force Base.


Author's reminiscences of his association with the Wright Flying School, 1910.

Summary of significant events in the history of the Wright Company, 1909-1915.


Author’s account of his participation in formation of company in 1913.


Slightly different version published also in American Aviation Historical Society Journal, Spring 1963, vol. 8, pp. 40–41, with title “Canadians at the Wright School.”

Deals with Canadians by birth or residence who were trained at Wright Brothers Field, Dayton, Ohio, 1913-1916, with list of the 41 whose names appear on a commemorative plaque at the Wilbur and Orville Wright Memorial in Dayton.


A history of the Curtiss-Wright Corporation; it includes mention of the formation of the Wright Aeronautical Corporation, its merger with other companies, describes Wright engines, the Wright's use of a wind tunnel, and lists in an extensive appendix specifications for Wright aircraft beginning with the Wright Glider No. 1 (1900) to the Wright Model L (1915).


The article describes Orville and Wilbur Wright’s creation and operation of a civilian flying school in Montgomery, Alabama, in 1910 and 1911; briefly sketches the history of the school under the direction of Wright employees until 1916.


Recounts the effort of the Dayton Wright Airplane Company, owned by Charles Kettering, Orville Wright, and group of Dayton businessmen, to produce a pilotless aircraft for use as a flying bomb. It was called the Liberty Eagle but was known as “the Bug.” This “cruise missile” was produced in small numbers but was never used in combat.


Includes the Wright brothers—especially in chapter 1, “The Flamboyant Years, 1900-1919”—as well as the Wright Aeronautical Corporation and the Curtiss–Wright Corporation. Also provides bibliographical notes, a selected bibliography, and an index.


A history of the Curtiss–Wright Corporation and its predecessors, within the context of industrial aviation, beginning with the pre–World War I era to 1990.

Bibliographical references, pp. 179–201.

Wright–Smithsonian Controversy


Brief note on awarding of the Langley Medal to the Wrights. Orville Wright has stated (in “Why the 1903 Wright Airplane is Sent to a British Museum,” U.S. Air Services, March 1928) that the Smithsonian Institution here misrepresented Wilbur’s remarks on that occasion by attributing to him a statement used in a different connection at another time, viz, in his letter, November 8, 1906, to Octave Chanute, who quoted it in his Langley Memorial Address of December 3, 1906.


Describes original Langley machine shipped from the Smithsonian Institution to Hammondsport, New York, for testing to determine whether it was “capable of flight.” Report states that it was reassembled, fitted with three pontoons, and flown with the original engine for a short distance, May 28.


Note on preparations for test flights over Lake Keuka, Hammondsport, New York.


Includes account of reported flight of May 28 with
statement of Dr. Charles D. Walcott, Secretary of the Smithsonian Institution, to the press regarding it.


Brief note on preparations for launching of the machine on Lake Keuka with account of flight of May 28.


Dr. Langley, Discoverer of the Air. Literary Digest, June 13, 1914, vol. 48, p. 1451.


Benner, Harry. Affidavit of Harry Benner. In The Wright Company, Against the Curtiss Aeroplane Company, United States District Court, Western District of New...
York. [Hammondsport, New York: Jan. 11, 1915], 3 pp. [typescript]
Testimony of photographer giving details of photographs taken by him of the Langley flying machine on Lake Keuka, September 17 and 19, 1914.

Testimony by the official Curtiss Aeroplane Company photographer giving details on photographs taken by him of the Langley flying machine on Lake Keuka, June 2, September 17 and 18, and October 1, 1914.

Extensive testimony on the assembling of the Langley flying machine and its testing on Lake Keuka, May-October 1914, by the official Recorder of the Smithsonian Institution’s Langley Aerodynamical Laboratory.

Testimony on the performance of the Langley flying machine by the pilot who flew it on Lake Keuka, June and September 1914.

Accuracy of this and similar statements by the Smithsonian Institution was later contested by Orville Wright.

Official report on the Hammondsport flights by the delegated observer of the Smithsonian Institution, the Recorder of the Langley Aeronautical Laboratory.
Accuracy of this report was later challenged by Orville Wright.


The Title to an Honor. Collier’s, Jan. 6, 1917, vol. 58, p. 11.
Editorial taking exception to an unidentified statement reportedly made by Dr. Charles W. Eliot, ascribing the invention of the aeroplane to Langley.

Includes account of the Hammondsport flights by a former Smithsonian staff member.

Paper read by Griffith Brewer before the Royal Society of Arts, October 20, submitting evidence to prove that the Langley machine was not capable of sustained free flight and was not successfully flown at Hammondsport, New York, on June 2, 1914.

Calls attention to change in label on Langley machine in Smithsonian Institution but states that it is still misleading and incorrect.

Grey], C. G. The Original Wright Biplane. Aeroplane, Feb. 8, 1928, vol. 34, p. 162.
Author contends that Wright 1903 machine was the first aeroplane to fly, but that Langley's was the first practical aeroplane.


Comments on recent shipment of Wright 1903 plane to Science Museum in London.


Author disparages Wright machine in a reply to a letter from J. H. Spottiswood.


Comments on recent shipment of Wright 1903 plane to Science Museum in London.


Author disparages Wright machine in a reply to a letter from J. H. Spottiswood.


Smithsonian Institution statement issued to press, March 15, 1928.


House Joint Resolution 224 introduced February 29 above.


Editorial on Smithsonian Institution statement issued to the press, March 15, 1928.


Based largely on Orville Wright's article in *U.S. Air Services*, March 1928.


Smithsonian Institution statement of March 3, 1928, with comment by editor and by Griffith Brewer in a letter to the editor dated, March 29, 1928.


Smithsonian Institution statement of March 3, 1928, including its invitation to have the Kitty Hawk aeroplane deposited in the United States National Museum and Orville Wright's refusal.


Includes short summary of points at issue, Orville Wright's letter of May 14, 1925, to Chief Justice Taft as Chancellor of the Smithsonian Institution asking for an investigation of controversy, and Taft's unfavorable reply of May 18, 1925.

Extensive discussion of points at issue with pertinent statements and documents introduced into the record.


Claim is made that Walter Johnson flew the Langley machine at Hammondsport without mechanical changes.


Letter of April 27 offering further clarification of issues and facts discussed in the *Journal* for April 1928.


Popular presentation of issues in controversy.

Shepherd, William G. *Bring Home the Wright Plane.* *Collier’s,* Sept. 22, 1928, vol. 82, pp. 8–9, 38, 40, +illus.

Summary of points at issue in controversy.


Also issued as Smithsonian Publication 2977.

Effort by the Secretary of the Smithsonian Institution to clarify the controversy and to correct errors and statements previously made. Renewed invitation of March 4, 1928, to Orville Wright to deposit Kitty Hawk aeroplane in the United States National Museum.


Summarizes recent statement by Charles G. Abbot.

Shepherd, William G. *The Road to Justice.* *Collier’s,* Dec. 8, 1928, vol. 82, pp. 28, 46.

Elaboration of his previous article on the controversy in the September 22 issue of this journal.


Editorial comment on Secretary Abbot’s statement of September 29.


Author contends that the Wrights were first to fly.


Summary of controversy to date.


Based on article in *U.S. Air Services,* March 1928.


Editorial criticizing statements about Langley and the Wrights appearing in Charles G. Abbot’s *Great Inventions,* published 1932 as volume 12 of the Smithsonian Scientific Series.


Editorial comment.


Brief note concerning the proposed appointment of a committee of unbiased experts to decide the controversy on its merits.


Text of resolution adopted by the Thirteenth Annual Convention of the National Aeronautic Association, October 11–13, 1934. Provides for the appointment of a committee to confer with Orville with a view to securing the return of the Wright 1903 plane to the United States.


Author’s account of his efforts to settle the controversy.


Note on thirty-third anniversary celebration of first flight, including President Roosevelt’s goodwill mes-
sage to Orville Wright and author’s statement urging that the President should take initiative in making arrangements for the early return of the Wright 1903 plane.


Proposed movement by magazine Contact to bring the Wright 1903 plane back to America, to be launched January 9 at the Philadelphia Air Show. Further accounts: Jan. 28/Feb. 6, p. 3; Feb. 13/20, p. 3, 18; Mar. 13/20, p. 3; Feb. 12, 1938, pp. 11, 20; Feb. 26, p. 11.


Introduced by Mr. Robert Reynolds, of North Carolina, November 16, 1937, and referred to the Committee on Military Affairs. Provides for $50,000 appropriation to be used to develop suitable site at Kitty Hawk, North Carolina.


Reference to the formation of the Association of Men with Wings, chartered for the purpose of bringing the Wright 1903 aeroplane back to the United States from London.


Cites popular ignorance of reasons why the Wright 1903 aeroplane was sent abroad.


Editorial comment on formation of Association of Men with Wings. Minimizes importance of the Wright 1903 machine in the Science Museum.


Plea for the return of the Wright plane.


Introduced by Harry R. Sheppard of California; referred to the Committee on the Library.


Remarks made in connection with the introduction of the author’s resolution in Congress. See above.


Brief account of Hammondsport trials.


Statement by the Secretary of the Smithsonian Institution correcting assertions and actions of former Smithsonian officials relative to the 1914 test of the Langley "aerodrome." Statement was submitted to Orville Wright who accepted it as basis for closing the prolonged Wright–Smithsonian controversy, provided it was "given adequate publication."


Editorial comment on publication of Smithsonian Institution's statement of October 24 (its Miscellaneous Collections, vol. 103, no. 8).


Author contends that Wrights' 1903 flying machine was not a practical one.


Extensive account of controversy.


Brief summary.


Author's account of his role in controversy.


Discussion by the President of the Columbia Historical Society, of paper on "Aeronautics in the District of Columbia," with his observations on the Smithsonian Institution report issued October 24, 1942. Also included in his remarks is a statement by Dr. Albert F. Zahm on this report.


Included also in his *The Smithsonian; Octopus on the Mall*, New York: J. B. Lippincott, 1967, pp. 132–158.

The Smithsonian–Wright controversy is reviewed in the December 10 issue, pp. 100–139.


The Wright–Smithsonian Institution controversy is discussed in the final chapter titled "Epilogue," pp. 104–111.


Detailed journal article account of the Wright–Smithsonian controversy, 1914–1948, in which the Smithsonian officially recognized Samuel Pierpont Langley's 1903 Aerodrome as the first airplane capable of flight even though the Wright brothers' 1903 Flyer was.


Recounts the controversy surrounding Samuel Pierpont Langley's attempts to successfully fly his "Aerodrome," Glenn Curtiss's efforts to prove
Langley the first to fly, and the eventual court cases involving patent suits.


Comprises a chapter in a book on issues of authenticity and ethics confronting curators at the Smithsonian Institution, on what and how to exhibit. Concise account of the Wright-Smithsonian controversy over whether the Samuel Langley Aerodrome was the first airplane capable of controlled powered manned flight even though the Wright Flyer was the first to actually fly. The author argues that the Wright flyer not only flew first but was indeed the first capable of flight and well deserves its honored place in the National Air and Space Museum.

Monuments and Museums


A book of general information on the many museums and military installations dealing with aviation history, including the Wright Brothers National Memorial in Kitty Hawk, N.C.

Bibliography p. 299.


Recommendation by the Dayton Wright Memorial Commission that a memorial in the form of two Greek columns be erected at Huffman Prairie (Simms Station), Dayton, Ohio.

Aviation Heritage National Historic Park, Ohio

(Aviation Trail)


Detailed guide to accompany the Aviation Trail, a walking tour of sites significant to the lives of the Wright brothers and aviation history in Dayton, Ohio. Includes many photographs and an index.

The first edition was published in 1986.


Detailed description as of Nov. 1997, of the general management plan (which includes staffing, financing, and administration) and interpretive plan (which includes visitor activities and experiences) for the Dayton Aviation Heritage National Historical Park, established by act of Congress in Oct. 1992, to preserve the sites significant to the lives of the Wright brothers and the development of aviation, in Dayton, Ohio. Includes photographs and maps. Bibliography pp. 102–109

Wilbur Wright Monument, Auvours, France


Brief note announcing the opening of subscriptions for the erection of a monument at Camp d’Auvours in memory of Wilbur Wright.


Includes photographs of Wright memorials at Auvours, Le Mans, and Pau.

Wilbur Wright Monument, Le Mans, France


Account of the laying of the cornerstone, December 22, 1918.


Another account reprinted from the Paris edition of the New York Herald Tribune.


Brief note on dedication exercises, July 18.

Monuments and Museums


Extensive account of unveiling of the first notable memorial to Wilbur Wright. The monument by the French sculptor, Paul Landowski, stands in the Place des Jacobins, before the Cathedral of St. Julien.

Gives editorial comment on monument from New York Sun and New York Herald.

Reprinted from Boston Herald.


France’s Tribute to the Wright Brothers. U.S. Air Services, Nov. 1920, vol. 4, no. 4, p. 21, +illus.
Brief note on monument with speech given by Rear Admiral T. P. Magruder, U. S. representative at unveiling ceremony.


Account of Wilbur Wright’s early flights at Le Mans in 1908 and of the monument erected there in his honor in 1920.

Wilbur Wright Memorial, New Castle, Indiana

Wilbur Wright Memorial. [New Castle, Indiana] Circle Printing Service, [1923], 4 pp., +illus.
Includes photograph of memorial tablet at Memorial Park, New Castle, Indiana, erected by Phi Delta Kappa fraternity, April 15, 1923, and dedicated in the presence of Orville and Katharine Wright.

Wright Brothers Monument, Pau, France

Brief note on dedication of Wright brothers monument, January 30, 1932, to commemorate the first flights of Wilbur at Pau in 1908 and the training of the first French aviation officers.

Brief account of dedication including addresses delivered by Paul Tissandier and U. S. Ambassador Walter Edge.

Account of dedication of monument at Pau.

Wright Memorial, Kill Devil Hill, Kitty Hawk, North Carolina

Submitted by Congressman Lindsay Warren of North Carolina; referred to the Committee on the Library.

Recommends passage of bill.

Discussion of Senate bill 4876.

Introduced by Senator Hiram Bingham of Connecticut; referred to the Committee on the Library.


Recommends new section in bill providing that designs and plans of monument be subject to approval of the Commission of Fine Arts and the Joint Committee on the Library.


Also in United States Statutes at Large, 1927-1929, vol. 44, pp. 1264–1265.


Joint resolution by the General Assembly of North Carolina urging Congress to erect a memorial to the Wrights at Kitty Hawk; introduced into the record by Mr. Warren.


Brief note on the formation of the Kill Devil Hills Memorial Association, August 16, 1927, for the purpose of erecting a monument commemorating the first flights of the Wrights at Kitty Hawk, N.C.


Editorial favoring Dayton, Ohio, over Kitty Hawk, North Carolina, as a site for Wright memorial.

Wright Memorial Site Criticized. Slipstream, Jan. 1928, vol. 9, no. 1, pp. 7–8, +illus.

Further editorial favoring erection in Dayton of a suitable Wright Memorial for housing the first Wright machine and other Wright trophies.


Includes an appropriation of $25,000 for the Kitty Hawk monument, p. 357.

Wright Brothers to Be Honored by NAA. Aeronautic Review, Nov. 1928, vol. 6, p. 173, +illus.

Announces planning of a memorial by the National Aeronautic Association on the spot from which the first flight was made at Kitty Hawk, N. C., on December 17, 1903.


Proceedings included are those relating to the laying of the cornerstone of the Wright Memorial and the unveiling of the memorial erected by the National Aeronautic Association on the spot from which the Wrights made their December 1903 flights.

Account of unveiling of bronze tablet and boulder erected by the National Aeronautical Association on the site of the first flight, and of laying of cornerstone of Wright Memorial, Kill Devil Hill, N.C., December 17, 1928, in the presence of Orville Wright.


Plea for establishment of an airport near the Kitty Hawk monument.


Descriptive leaflet issued by the National Park Service which administers the Memorial.

Announcement of plans for the establishment of a memorial museum at Kill Devil Hill.

Discusses plans for the 1953 fiftieth anniversary celebration of the Wright brothers' 1903 flights at Kill Devil Hill, N.C., including an account of the plans by the Kill Devil Hills Memorial Association, the National Park Service, the Air Force Association, and the North Carolina Fiftieth Anniversary of Powered Flight Commission to reconstruct the Wrights' original site at Kill Devil Hill.

Deals with the Wright Brothers National Memorial at Kitty Hawk, N.C., and the annual commemorative ceremonies held there.

Describes the two original Wright buildings at Kill Devil Hill, N.C., restored by the National Park Service, as a part of the fiftieth anniversary of the first powered flights by the Wright brothers.

Editorial quoting extensively from a letter by Marvin W. McFarland, editor of The Papers of Wilbur and Orville Wright, to Aycock Brown regarding the proper designation, Kitty Hawk or Kill Devil Hill, for the area in North Carolina where the Wrights conducted their early experiments and flights.

H. R. 5488 was submitted by Rep. Herbert C. Bonner of North Carolina, March 10, 1959. The bill was referred to the Committee on Interior and Insular Affairs, passed the House May 4 and the Senate June 12.
Provides for the addition of approximately 11 acres of land. One tract of approximately 95 acres contains the landing site of the fourth and longest of the Wright brothers' historic flights on December 17, 1903.

Similar to House Report No. 274.

An Act to Revise the Boundaries of Wright Brothers National Memorial, North Carolina, and for Other Purposes. United States Statutes at Large, 1959, vol. 73, p. 91.
Approved June 23, 1959 (Public Law 86-59).

A guide book succinctly presenting the achievements of the Wright brothers and the significant events in their lives.
Originally authorized by Congress on March 2, 1927, as the Kill Devil Hill Monument National Memorial to commemorate the Wrights' first successful flights in a man-carrying, power-driven heavier-than-air aeroplane, the name was changed to the Wright Brothers National Memorial, December 1, 1953.
Originally administered by the War Department, the area transferred to the National Park Service, August 10, 1933, includes the reconstructed Wright brothers' living quarters and hangar, a granite memorial placed by the National Aeronautic Association in 1928 to mark the take-off point of the 1903 flights, a reconstruction of the original single-rail starting track, Kill Devil Hill, used by the Wrights during their gliding experiments, 1900-1903, and the Wright Memorial shaft, dedicated November 19, 1932.
Monuments and Museums

Wright Brothers Home and Shop, Greenfield Village, Dearborn, Michigan

Announcement of the purchase of the building for the purpose of restoring it as a memorial to the Wrights.


Written on occasion of removal of Wright bicycle shop to Dearborn, Michigan, for restoration.

A program issued for the dedication exercises held April 16, 1938, at the Edison Institute, when the restored Wright home and bicycle shop were opened to the public.

Full account of dedication exercises.

Editorial note on dedication.

Account of participation of Early Birds organization in exercises.

Atkinson, Elizabeth. The Wright Homestead. *Herald* [publication of the Edison Institute], July 4, 1941, vol. 8, no. 11, pp. 1, 3, 18, +illus.
Description of home as restored.

Description of bicycle shop as restored.

Wilbur and Orville Wright Memorial, Dayton, Ohio

*Dedication of Wright Brothers Hill by the Wilbur and Orville Wright Memorial Commission. National Aviation Day*. 2:30 P.M., August 19, 1940, Dayton, [1940], 4 pp.
Dedication program.

Special issue giving pictorial account of dedication ceremonies.

The Wilbur and Orville Wright Memorial, a North Carolina marble shaft, on Wright Brothers Hill, was dedicated August 19, 1940. It stands on a high ridge between Wright and Patterson Air Force Bases and overlooks the site of Huffman Prairie where the Wrights experimented with their planes of 1904 and 1905 and where many of the early Army flyers were trained.

Brief note on dedication ceremonies.

Address of Gov. James M. Cox at the dedication, August 19, 1940.

Wright Hall, Carillon Park, Dayton, Ohio

The Wright Brothers Dayton, Ohio: Carillon Park, [1950], 26 pp., +illus.
An illustrated biographical brochure which includes an account of Wright Hall, Carillon Park, built by Colonel E. A. Deeds, of National Cash Register Company, especially to provide a home for the restored 1905 Wright aeroplane.
Memorials

Wilbur Wright Memorial (Indiana)


Lists names of individuals who are engaged in establishing a permanent memorial to Wilbur Wright at his birthplace in Henry County, Indiana, together with the text of a resolution adopted by the Indiana General Assembly calling for the establishment of such a memorial.


Fiftieth anniversary tribute to Wilbur. Reports formation of a Wilbur Wright Memorial Commission for the purpose of establishing a memorial to Wilbur in Indiana.


Memorials

Wilbur Wright Chair of Aerodynamics

(Proposed)

Recommends Wilbur Wright Chair. Aero, St. Louis, June 22, 1912, vol. 4, p. 276.

Recommendation by the Aero Club of Philadelphia to the aero clubs of the country that a Wilbur Wright Chair of Aerodynamics be established in some American college.


Letter dated June 7, 1912, recommending that the Aero Club of Pennsylvania take steps to create a Wilbur Wright Chair of Aerodynamics.

Wilbur Wright Memorial Lecture

(Royal Aeronautical Society, London)


Announcement of the opening of a subscription fund for the establishment of a memorial to Wilbur Wright in “appreciation of his great work and in recognition of the support he gave to the Aeronautical Society of Great Britain.” This was to take the form of an annual lecture called the “Wilbur Wright Lecture.”


Editorial comment on establishment of lecture series.


Brief statement on purpose of lecture series.


Published also in U.S. Air Service, Dec. 1925, vol. 10, no. 12, p. 34.

Reports progress of the fund and of the lectures up to June 30, 1925.


Brief note on significance of Wilbur Wright Memorial Lecture.

USS Wright

(Navy ships)


Description of ship named in honor of Wilbur Wright and commissioned December 1921.


Also in previous editions since 1921 and subsequent editions to 1940.


Brief note on launching. September 1, of the carrier Wright named for Wilbur Wright and sponsored by

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his niece, Mrs. Harold S. Miller. The carrier was commissioned February 9, 1947.


**Wilbur Wright**

(flying boat)


**Wright Brothers’ Medal**

(Society of Automotive Engineers)


The Wright Brothers Medal. SAE Journal, Mar. 1928, vol. 22, pp. 382–383, +illus. Announcement of the rules for the award of the medal which states that “The Wright Brothers Medal, originally donated by the Dayton Section of the Society of Automotive Engineers, shall be awarded annually to the author of the best paper on aerodynamics or structural theory or research, or aeroplane design or construction, which shall have been presented at a meeting of the Society or any of its sections during the calendar year.”


**Wright Field**

(Dayton, Ohio)


Wright Field Is Dedicated. Aviation, Oct. 24, 1927, vol. 23, pp. 995–997. Account of dedication ceremonies, October 12, 1927, when field was dedicated to Wilbur and Orville Wright, in the presence of the latter, who raised the flag.


**Wilbur Wright Elementary and Junior High School**

(Dayton, Ohio)

The New Wilbur Wright Elementary and Junior High School. School Progress, Dayton, Mar. 1926, vol. 4, no. 6, pp. 1, 2, +illus.

**Wright Brothers Lecture**

(Institute of the Aeronautical Sciences, now American Institute of Aeronautics and Astronautics)

Wright Brothers Lecture. Journal of the Aeronautical Sciences, May 1937, vol. 4, p. 301. Note announcing inauguration of a new annual lecture to be known as the “Wright Brothers Lecture.”
Wright Brothers Memorial
Wind Tunnel

(Massachusetts Institute of Technology)

Note on new wind tunnel under construction.

Address delivered on September 12 at the dedication of the Wright Brothers Memorial Wind Tunnel at the Massachusetts Institute of Technology.


Pan American Aviation Day

(December 17)

Introduced August 27, 1940, by Robert L. Mouton of Louisiana; referred to the Committee on the Judiciary. An identical bill, H. J. Res. 597, was introduced August 29 by Charles A. Plumley of Vermont and also referred to the Committee on the Judiciary.

Introduced September 6, 1940, by Mr. William H. Smathers of New Jersey; reported (no. 2169) with amendment, submitted by Bennett Champ Clark, September 24, 1940; passed Senate September 30; passed House October 2; approved October 10 and published in United States Statutes at Large, 1939-1941, vol. 54, pt. 1, p. 1093.

Introduced October 14, 1940, by Mr. J. Hardin Peterson of Florida; referred to the Committee on Post Office and Post Roads.

Includes addresses by Dr. L. S. Rowe and Thomas Burke delivered December 17.

Author protests the naming of December 17 as Pan American Aviation Day.

Account of programs held December 17.

Proclamation of President Roosevelt, November 18, 1940, designating December 17, 1940, and December 17, of each succeeding year as Pan American Aviation Day in accordance with Public Resolution No. 105, approved October 10, 1940.


Aviation Day and National Aviation Day

(August 19)

Reprints article from St. Petersburg, Florida, Independent, January 12, 1939, proposing the desig-
nation of an Aviation Day in honor of American air heroes, particularly Wilbur and Orville Wright.


Statement of J. E. Myers favoring the designation of Orville Wright’s birthday as an annual aviation day.


Introduced April 3, 1939, by Mr. Claude Pepper of Florida, passed Senate May 4, passed House May 5.

Numerous similar bills, Senate Joint Resolution 53 and House Joint Resolutions 134, 147, 229–240, 251, and 253, also were introduced at this session.


Text of President Roosevelt’s proclamation signed July 25, 1939, designating August 19 as National Aviation Day, as provided in Public Resolution No. 14, 76th Congress, approved May 11, 1939.


Introduced May 27, 1940, by Mr. Robert R. Reynolds of North Carolina; referred to the Committee on Post Office and Post Roads.

Wright Skyway
(Washington–Los Angeles)

Wright Skyway, Four Others to Be Dedicated April 24-25. National Aeronautics, Apr. 1948, vol. 27, no. 4, p. 15.

Announces plans for the dedication of the “Wright Skyway” between Los Angeles and Washington, including the erection of a bronze tablet at Wright Field, Dayton, Ohio.


Announcement of plans for dedication, April 24, 1948.

Wright Memorial Trophy
(National Aeronautics Association)

New Wright Memorial Trophy Goes to Dr. Durand. National Aeronautics, Dec. 1948, vol. 27, no. 12, p. 5.

Announces presentation for the first time of a Wright trophy founded by Dr. Godfrey Lowell Cabot to be awarded annually by the National Aeronautics Association for “significant public service of enduring value to aviation in the United States.”


Wright Brothers Airmail Commemorative Stamp
(1949)


Brief description of stamp.


Note on the 2-cent International Civil Aeronautics Conference stamp issue of 1928, issued on the twenty-fifth anniversary of the Wright brothers’ first flight, and the forthcoming 6-cent airmail stamp, authorized by the Post Office Dept. August 15, 1949, both of which show the Wright 1903 aeroplane in flight.


Gives technical details.

Wilbur and Orville Wright Laboratory of Physics
(Oberlin College)

Announcement of naming of New Physics Laboratory at Oberlin College, Oberlin, Ohio, for Wilbur and Orville Wright.

**Fiftieth Anniversary of First Powered Flight Stamp**

(1953)


Introduced March 25, by Mr. Peter F. Mack of Illinois; referred to the Committee on Post Office and Civil Service.


Details on stamp commemorating the 50th anniversary of powered flight.


Published also in *Stamps*, May 16, 1953, vol. 83, pp. 236–237.

Discusses plans and designs, 1943-1953, for a stamp honoring the Wrights.


Technical details on commemorative 6-cent air mail stamp issued May 9, 1953. Shows Wright 1903 aeroplane in silhouette.

**Wright Brothers Day**

(December 17)


Designates December 17, 1959, as “Wright Brothers Day.”


President Eisenhower’s proclamation issued September 21, 1959.

Joint Resolution Designating the 17th Day of December 1959 as “Wright Brothers Day.” *United States Statutes at Large*, vol. 73, 1959, p. 583.

House Joint Resolution 513, approved and proclaimed September 21, 1959 (Public Law 86-304).


Designates December 17, 1961, as “Wright Brothers Day.”


Similar to House Report No. 423.


A plea for the establishment of December 17, each year, as “Wright Brothers Day.”

Joint Resolution Designating the 17th Day of December 1961 as “Wright Brothers Day.” *United States Statutes at Large*, vol. 75, 1961, p. 611.

House Joint Resolution 109, approved and proclaimed September 22, 1961 (Public Law 87-291).


Authorizes the observance of a “Wright Brothers Day” on December 17 of each year.
Medals and Honors

General


Includes enumeration of recognitions and honors tendered Wrights in 1908 and 1909, pp. 24–34, with an accompanying photographic reproduction of many of them.

Académie des Sports Medal


Includes announcement of the award, October 16, of the Académie des Sports medal to Wilbur and Orville Wright.

Aéro-Club de France Gold Medal


Includes announcement of the award in September of the Aéro-Club of France's gold medal to Wilbur and Orville Wright.

Aeronautical Society of Great Britain Medal


Wilbur Wright's letter from Le Mans, December 3, 1908, acknowledging that the Wright brothers had been voted the gold medal of the Aeronautical Society at its November 9 meeting, "in recognition of their distinguished services to aeronautical science."


Account of ceremonies at the Institution of Civil Engineers, London, May 3, 1909, when the medal was presented to Wilbur and Orville Wright.

Académie des Sciences Gold Medal


Announcement of the award of an Académie des Sciences medal to Wilbur and Orville Wright.


Announcement of award of its gold medal to Wrights.

Aero Club of America Medal


Report on visit of Alexander Graham Bell and Aero Club of America's Committee on Medals to the White House, December 16, 1908, to invite President Roosevelt to attend a banquet and present a medal to the Wrights on their return to America.

Announcement of plans for presentation of Aero Club of America medals.


Description of medal designed by the sculptor Victor D. Brenner for the Aero Club of America which had sponsored a public subscription of funds for it.


Account of the presentation ceremonies at the White House, June 10.

*Wright Memorial Book*. Compiled by the Aero Club of America to Commemorate the Discovery by Wilbur and Orville Wright of the Correct Principles of Maintaining Equilibrium in the Air. [New York], 1913, 103 pp., +illus.

Edition limited to three copies, first presented to Orville Wright, December 17, 1913, second preserved in Aero Club of America archives, third given to Smithsonian Institution. Includes resolutions of Congress, photographs of medals, President Taft's speech of presentation, messages from the Governors of ten states, thirteen scientific institutions, and numerous editorials and cartoons marking the occasion.

**Congressional Gold Medal**


Introduced January 25 by J. Eugene Harding of Ohio; referred to the Committee on Military Affairs; reported with amendments (House Report 2042) February 4; passed the House March 3; approved March 4 and published in *United States Statutes at Large*, 1907-1909, vol. 35, pt. 2, p. 1627.


Description of special congressional medal designed by Messrs. Barber and Morgan of the United States Mint and an account of its presentation by General James Allen at Dayton, June 18.

**Ohio Medal**


**Langley Medal**

(Smithsonian Institution)


Announcement that the first award of the Langley Medal is to go to Wilbur and Orville Wright.


Resolution adopted by the Board of the Regents of the Smithsonian Institution, December 15, 1908, establishing the Langley Medal "to be awarded for specially meritorious investigation in connection with the science of aerodromics and its application to aviation."


Report of committee of award and resolution, Octave Chanute, chairman, of February 10, awarding first Langley medal to the Wright brothers.


Brief account of presentation ceremonies.

Medals and Honors


Account of presentation ceremonies, February 10, 1910, at the Smithsonian Institution.


Includes addresses by Alexander Graham Bell, Senator Henry Cabot Lodge, and remarks by Wilbur Wright at presentation ceremonies.

**Collier Trophy**

(Aero Club of America)


Account of demonstrations by Orville Wright before a special committee of the Aero Club at Simms Station, December 31, 1913, which led to the award.

**Elliott Cresson Medal**

(Franklin Institute)


Includes award to Orville Wright of medal, May 20, “in recognition of the epoch-making work accomplished by him, at first together with his brother Wilbur and latterly alone, in establishing on a practical basis the science and art of aviation.”

**Albert Medal**

(Royal Society of Arts)


Announces award of distinguished British medal to Orville Wright “in recognition of the value of the contributions of Wilbur and Orville Wright to the solution of mechanical flight.”

Lord Northcliffe Presents Albert Medal to Orville Wright. *Aerial Age Weekly*, Nov. 12, 1917, vol. 6, p. 372.

Account of presentation ceremonies held in Memorial Hall, Dayton, October 27, 1917


**John Fritz Medal**

(American Society of Electrical Engineers)


Announces award of medal to Orville Wright for noteworthy work in the development of the aeroplane.


Account of presentation ceremonies in New York, May 17.


Medals and Honors

Washington Award

(Western Society of Engineers)

Orville Wright Receives Washington Award. *Journal of the Western Society of Engineers*, June 1927 (news section), vol. 32, pp. 75–78.

Includes presentation address of Mr. Paul Westburg and Orville Wright’s acceptance speech, June 1, on receipt of award, “in recognition of devoted, unselfish, and pre-eminent service in advancing human progress.”

Distinguished-Flying Cross


Introduced May 23, 1928, by W. Frank James of Michigan; referred to Committee on Military Affairs; reported (House Report 1946) with amendments December 11 (adding words “and to Wilbur Wright, Deceased”); passed House December 13, 1928.


Approved December 18, 1928.


Report of the presentation of the Distinguished-Flying Cross to Orville Wright by Secretary of War Davis at the War Department, Washington, D.C., February 27.

Daniel Guggenheim Medal


Account of presentation, April 8, of the first Daniel Guggenheim Medal for 1929 “for design and construction, with his brother now deceased, of the first successful engine-propelled airplane.”

Franklin Medal

(Franklin Institute)


Includes account of award of medal, May 17, 1933, to Orville Wright in absentia “in recognition of the valuable investigations carried out by him and his brother Wilbur.”

Aircraft Pilot’s Certificate No. 1


Introduced June 30, 1939, by Mr. Claude Pepper of Florida; referred to the Committee on Commerce; reported (report no. 992), July 27, 1939; passed Senate August 1, 1939.


Submitted by Mr. Clarence F. Lea of California, April 2, 1940, passed House June 6, 1940.


Approved June 13, 1940.


States that Air Line Pilot’s Association was co-sponsor of bill which authorized issuance of license.


Announcement of presentation of certificate at ceremonies dedicating Wright Brothers’ Hill, Dayton, Ohio, August 19.
Aviation Hall of Fame

(Air Force Magazine)


Announces the establishment by Air Force of an Aviation Hall of Fame with Wilbur and Orville Wright as the first two nominations.

Hall of Fame for Great Americans

(New York University)


Reports that the Senate of New York University waived the 25-year eligibility rule to permit the nomination of Orville Wright in the 1960 elections of the Hall of Fame for Great Americans. Orville was nominated in 1960 and elected on October 28, 1965.


Wilbur Wright was elected to the Hall of Fame for Great Americans in 1955.

Memorabilia

Aeroplanes


Concise factual informational leaflet about the Wrights and exhibits in the National Air Museum (now National Air and Space Museum) pertaining to the Wright brothers, including the Wright 1903 aeroplane, the Military Flyer, Type A, 1909, and Transcontinental Flyer, Type EX, "Vin Fiz," 1911.

1903 Machine


Descriptive note on Wright 1903 aeroplane exhibited in the Science Museum, 1929-1948.


Reprinted from his syndicated column in the Scripps-Howard newspapers.

Kitty Hawk Biplane Awaits Suitable Home. Aviation News, Nov. 18, 1946, vol. 6, no. 21, pp. 11-12.

Brief note on Orville's current views.


Gives text of letters exchanged, December 8, 1943, and January 5, 1944, between Colonel E. E. Mackintosh, Director of the Science Museum, London, and Orville in which latter asks return of Wright 1903 plane.


Note on Orville Wright's will and expressed wishes regarding return of the 1903 Wright aeroplane to the United States.


Account of the ceremony October 18 of the removal of the Wright 1903 plane from exhibit at the Science Museum and its handing over to Mr. L. Satterthwaite, American civil air attaché, who received it on behalf of the U. S. government.


Brief note on removal ceremony at Science Museum, October 18.
Memorabilia


Further note on ceremonies held at Science Museum, October 18.


Anounces the arrival of the Wright 1903 plane at the Smithsonian Institution.


Editorial comment on return of Wright 1903 plane to America.


Brief history of the 1903 Wright plane.


Address delivered by the British Ambassador at ceremony marking formal installation of the 1903 Wright aeroplane in the National Air Museum of the Smithsonian Institution, December 17, 1948.


Account of shipment of 1903 plane to the United States from England.


Brief report by the curator of the National Air Museum, Paul E. Garber, on the shipment of the Wright 1903 aeroplane from Nova Scotia to Washington and its installation in the Museum for the presentation ceremonies, December 17, 1948.


Brief report on presentation ceremonies, December 17, 1948.


An account by the secretary of the Wright brothers, 1910–1948, of the history of the original Wright 1903 aeroplane: its storage, renovation, various exhibitions, 1916–1924, until the aeroplane was shipped to England on January 28, 1928, to be exhibited in the Science Museum, South Kensington.

**1903 Reproductions**


Brief note on the Franklin Institute Hall of Aviation and mention of its scale model of the Wright 1903 aeroplane, built with the aid of suggestions of Orville Wright.


Account of the building of the replica by the students of the De Havilland Aeronautical Technical School for installation in the Science Museum.


Brief report on full-scale reproduction of the Wright 1903 aeroplane built cooperatively by 24 West Coast manufacturers and assembled by the Northrop Aeronautical Institute for display at the Los Angeles headquarters building of the Institute of the Aeronautical Sciences (now American Institute of Aeronautics and Astronautics).
Memorabilia


The reproduction was built through the cooperation of twenty industrial organizations in Southern California in observance of the fiftieth anniversary of powered flight.


Reports the unveiling on July 15, 1953, in Los Angeles, of the only full-scale reproduction, at that time, of the original Wright aeroplane in the United States, a project of the Institute of the Aeronautical Sciences.


Describes the cooperative effort which resulted in the building of a full-scale reproduction of the Wright brothers 1903 aeroplane. The model was installed on permanent exhibition in the W. F. Durand Aeronautical Museum of the Institute of the Aeronautical Sciences (now American Institute of Aeronautics and Astronautics) in Los Angeles in July 1952 and was officially dedicated by Lt. Gen. James H. Doolittle, USAF (Ret.), on July 15, 1953.


Presents details and photographs of the reconstruction of a Wright “Flyer” by the National Capitol Section of the American Institute of Aeronautics and Astronautics which was presented to the Wright National Memorial Museum at Kill Devil Hill, N. C.


Brief report on the building of a full-scale reproduction of the Wright 1903 biplane.


1905 Machine

The Wright Brothers. Dayton, Ohio: Carillon Park, [1950], 26 pp., +illus.

The restored 1905 Wright aeroplane is in Wright Hall in Carillon Park and is discussed pp. 15–17.

1908 Machine

(Paris)


States that the 1908 aeroplane used by Wilbur Wright in France has been presented by the Weiler syndicate to the Arts et Métiers Museum in Paris.

1909 Machine

(Germany)


The Wrights are discussed, pp. 71–72, with a photograph of their model A aeroplane flown by Orville at Tempelhof, Germany, in August 1909, now in the Deutsches Museum, Munich.

1909 Signal Corps Machine


Note on circumstance leading to the deposit of the Wright 1909 aeroplane in the Smithsonian Institution, October 1911.


Consists of three-view drawings and specifications of a reproduction of a Wright-built, modified Model “A” aeroplane on exhibit in the Air Force Museum.

1903 Motor


Brief description of the Wright 1903 engine exhibited in the Science Museum, 1929-1948.
   Reprinted from Pylon.

   Describes test run conducted November 1950 of the reproduction of the Wright 1903 aeroplane engine which was presented to the Science Museum, South Kensington, London, April 25, 1951.

4-Cylinder Motor
   (1909)

   Brief description of the French-built Wright engine presented to the Science Museum by Alec Ogilvie.

4-Cylinder Motor
   (1910)

   A Wright 4-cylinder engine, 1910.

6-60 Motor

   Brief description of engine loaned for exhibit purposes by the Imperial War Museum.

Wind Tunnel Apparatus

   Detailed account and inventory of the original wind tunnel apparatus, model airfoils, test data, and drawings of the Wright brothers’ early aeroplanes deeded to the Franklin Institute by Orville Wright.

   Report on the formal opening on December 17, 1953, of an exhibition of material deeded to the Institute by Orville Wright, comprising all original wind tunnel apparatus, model airfoils, test data, and drawings of the Wright brothers’ early aeroplanes and engines, some airfoil models and aircraft models tested for the Wright Company at McCook Field, during 1919, 1920, and 1921, as well as some of Orville Wright’s later experimental aviation devices.

   Popular account of Wright materials in the collections of the Franklin Institute, Philadelphia, comprising drawings, work sheets, data books, the original 1901 lift and drag balances, and a model of the Wright 1903 biplane, stated by Orville Wright to be even more accurate than the original aeroplane, on which later changes were made.

Medals

   Announces receipt by bequest from Orville Wright of all the bronzes, all the gold, and other medals owned by him.

   Brief note on exhibition by the Dayton Art Institute, Ohio, titled “Flight, Fantasy, Faith, Fact,” commemorating the fiftieth anniversary of the first Wright brothers’ powered flights. Exhibits included the Institute’s collection of medals, awards, citations, and degrees conferred on the Wrights for their achievements.

Papers

Collection of early aeronautical materials of Hart O. Berg, business associate of the Wrights, including valuable and rare photographs, books, and clippings which contain much unique material on the early work of the Wright brothers. Presented to the Institute of the Aeronautical Sciences.


Reports showing of a page, entry of December 17, 1903, from Orville Wright’s diary on the occasion of the meeting of the American Association for the Advancement of Science, September 13-20.


Announcement of acquisition of the Wright Papers from the Orville Wright Estate, June 5, 1949.


Report by the Aeronautics Division of the Library of Congress on the acquisition of a microfilm of the eleven-volume scrapbook collection maintained by the Wrights, 1902-1948. The original volumes were presented to the Institute of the Aeronautical Sciences, May 1949, by the Orville Wright Estate and transferred to the Library of Congress in 1964.


Reprinting of Library of Congress press release announcing the making of an improved print from an original glass-plate negative given to the Library of Congress in 1949 by the Orville Wright Estate.


Extensive account of the Wright brothers’ papers received by the Library of Congress, May 27, 1949, from the Estate of Orville Wright, giving history of acquisition and outline of contents and materials in the collection.

**Watches**


Announcement of the bequest to the Institute of the Aeronautical Sciences by the Estate of Orville Wright of watches, medals, and other Wright memorabilia. The watches were transferred in 1965 to the National Air and Space Museum.

**Art**


Note on busts, by the sculptor Seth Velsy, which were installed in the rotunda of the Army Aeronautical Museum, Dayton, June 15, 1937. Several sets were cast from the original bronzes, one of which was presented to the University of Maine in October 1938. Another set is in Wright Hall, Carillon Park, Dayton.


Note on forthcoming aeronautical festival at Centocelle, Italy, to be opened by the unveiling of a marble statue of Wilbur Wright.


Opening Up in Italy. *Aeroplane*, Nov. 28, 1947, vol. 73, p. 693.

Includes account of ceremonies on Aviation Day, November 1, at Centocelle Airport, near Rome at which a marble bust of Wilbur Wright, the work of sculptor Pier Gabrielle Vangelli, was unveiled. It was presented by Gianni Caproni in the name of Italian pilots and aviation pioneers. At Centocelle the first Italian military pilot, Lt. Mario Calderara, received instruction from Wilbur Wright.


Portrait of Orville with bust of Wilbur, and Kitty Hawk aeroplane in background.


Also reproduced in *Sperryscope*, Winter 1949, vol. 11, no. 8, cover.

Reproduction of water-color painting, original of which was presented to the Smithsonian Institution on December 17, 1948, on the occasion of the forty-fifth anniversary of the first Wright 1903 flights and now on exhibit in the National Air and Space Museum.

Painting of the Wright brothers by Arthur Lidov from a composite portrait photograph by Hollinger & Company, 1907. Donated by Orville Wright to the Institute of the Aeronautical Sciences.


Brief descriptive note on bust of Wilbur Wright by the sculptor Oskar J. W. Anderson, presented to the Smithsonian Institution, January 27, 1950, by Mr. and Mrs. Elmer F. Weiboldt.


Note on receipt of oil portrait done from life by J. A. Herve Mathé. Commissioned by Frank S. Lahm and given to Smithsonian Institution by his son and daughter, Gen. Frank P. Lahm and Mrs. Frank Parker.


Descriptive booklet produced by the Public Works Department of Ohio and the Ohio Historical Society on the occasion of the unveiling of the painting. The painting was authorized by the Ohio General Assembly, May 1957, to be hung in the Ohio State Capitol Building and the commission awarded to Dwight Mutchler of Athens, Ohio, October 11, 1958.


Announcement of bronze memorial plaque, the work of Capt. Ralph S. Barnaby, gift of the Soaring Society of America, honoring the Wright brothers, to be unveiled December 17, 1963, at Kitty Hawk, N.C.


The plaque consists of the likenesses of Wilbur and Orville Wright in bas-relief and the caption "They Taught Us To Fly." Accurately depicted on the background of the plaque are the gliders which the Wrights flew on the Kitty Hawk dunes in 1901, 1902, and 1911.


Comprises reproductions from the U. S. Air Force Art Collection. Included, pp. 2–7, are "The Wright Brothers' First Powered Flight," by Harvey Kidder; "Lieutenant Lahm's First Flight [with Orville Wright]," by Richard Green; and "The Wright Brothers at Fort Myer," by John McCoy.


Program issued for the occasion, setting forth and illustrating some of the highlights in the career of the Wright brothers. The bust of Wilbur Wright is the work of Vincent Glinsky, and that of Orville Wright the work of Paul Fjelde. A Wright brothers medal designed by Paul Fjelde was also issued in commemoration of the event.

Poetry


Based on early experiments of the Wright brothers at Kitty Hawk, N.C.


On Wilbur Wright.


A Bibliography 127
Music


Three stanzas and chorus for voice and piano, 4/4 time.


Sung at the sixth annual banquet of the Aero Club of America, January 27, 1912, at which Wilbur Wright was present. Text published also in U.S. Air Services, Aug. 1951, vol. 36, p. 10.


Orchestral parts with piano-conductor score.
Motion Pictures and Film Strips

Wilbur Wright's Flight before the King of Italy. silent, 35mm, 1 reel; available from the U.S. National Archives at College Park, Control Number: NWDNM(m)-342-USAF-16225.

Wilbur Wright demonstrates the Wright A Flyer before the King of Italy, April 29, 1909. This film contains the first motion picture scenes taken from an airplane.

[Wright Brothers in France, 1908]. silent, 35mm, 1 reel; available from the U.S. National Archives at College Park, Control Number: NWDNM(m)-342-USAF-16228.

First flight in Europe made by Wilbur Wright. Subsidized by French government, 1908.

Dare, Birthplace of Aviation. The People of Dare County, N.C. Made and Released by Communication Center, University of North Carolina, 1952. 22 min., sd., color, 16 mm.

Includes the first flights by the Wright brothers, which were made in Dare County.


Deals with the Wright brothers. Explains how they solved the problems of lift and balance, describes the building of their first engine, and tells about their early flights.

The First Flight of the Wright Brothers. CBS Television. Released by Young America Films, 1955. 28 min., sd., b&w, 16 mm. (You Are There Series).

Telecast, January 16, 1955, on the CBS television program “You Are There.” Reconstructs the events of December 17, 1903.


Describes the flights made by the Wrights at Kitty Hawk, N.C., December 17, 1903. Lists some of the honors given to the Wright brothers, including the annual tribute made at the Wright Memorial at Kitty Hawk.

Wings Over Kitty Hawk. Movietonews, 1954. 13 min., sd., b&w, 16 mm. (Greatest Drama).

Discusses events in the lives of the Wright brothers and includes an authentic account of their first historic flight December 17, 1903.

The Wright Brothers. Jam Handy Organization, 1957. 42 fr., color, 35 mm. (Famous Americans, no. 2).

Describes the childhood and youth of Wilbur and Orville Wright and shows how their early experiments led them to build an aeroplane and to become American aviation pioneers.

Wright Brothers Fly. Filmrite Associates. Released by Official Films, 1960. 3 min., sd., b&w, 16 mm. (Greatest Headlines of the Century).

Portrays events in the lives of the Wright brothers, showing them in their bicycle shop as they experiment with flying machines and endeavor to understand the science of aerodynamics. Shows the first successful flight of a heavier-than-air mechanically propelled aeroplane by Orville Wright on December 17, 1903.

Wright Brothers National Memorial, North Carolina. Eye Gate House, 1961. 47 fr., color, 35 mm. (National Landmarks, Memorials, and Historic Shrines, no. 6).

Describes the first aeroplane flights made by Wilbur and Orville Wright in December 1903 and explains how the historic event is commemorated in the Wright Brothers National Memorial in North Carolina.


Adapted from book of the same title by Quentin Reynolds (New York: Random House, 1950). Shows how the Wright brothers develop an interest in the principles of flying through construction of a sled, kites, and bicycles; work toward controlled flight; and develop their first aeroplane.


Lists three films in the Motion Pictures Branch, National Archives which include pictures of Orville Wright. One is titled “First Army Aeroplane Flight, Fort Myer, Virginia.”

Juvenile Publications


Reprinted 1938, 1939, 1941.
### Juvenile Publications


Short chapters on selected pioneers in the history of aviation and their aircraft, for older children. One chapter is devoted to the Wright brothers and the airplane but other chapters also contain scattered references to the Wright brothers. Includes photographs, a chronology, a glossary, and an index.

———. *Before the Wright Brothers*. Minneapolis: Lerner Publications Company, 1990, 72 pp., +illus.

Brief account for older children, of the history of flight culminating in the first successful flight of the Wright brothers in Dec. 1903. Well-illustrated; includes an index and suggestions for further reading.


Included also in earlier 1947 printing.


History of flight for secondary school students, illustrated by numerous photographs and paintings. Briefly discusses the Wright brothers’ contribution and argues that the Wright brothers’ insistence on protecting their patent rights, in effect, hampered the development of aviation in the United States and gave the advantage to European competition prior to the First World War. Includes an index.


Slightly different version of a series of articles originally published in the *American Boy*, August-November, 1928, with title “They Gave the World Wings; the Story of the Wright Brothers,” see below.

“Material for this book has come largely from the few published writings of Wilbur and Orville Wright and the miscellaneous writings about them” (p. v.)


Darrow, Floyd L. *Masters of the Air [Wright Brothers].* In his *Builders of the Empire,* New York: Longmans, Green, 1930, pp. 85–90.


For young readers; a biography of the mechanically-inclined Wright brothers. tracing their determined efforts to build the first self-propelled flying machine. Includes a list of twenty-two key words.


Included also in earlier editions.
### Juvenile Publications


**Holland, Sharon.** *To Build a Bird: The Quest for Human Flight.* Windermere, Florida: Rourke Corporation, Inc., 1982, 32 pp., +illus.

Brief history, elementary school level, of the first attempts to fly, culminating in the first flight of the Wright brothers in 1903.


Two-page chapters on twenty selected pioneers of aviation with a biographical sketch and brief account of their historic flights for each, for older children. One chapter is devoted to the Wright brothers.


Illustrations for gliders and other drawings were based on photographs taken by the Wright brothers.


A biography of the Wrights for beginning readers.


---. They Gave Us Tomorrow; Wilbur and Orville Wright. Senior Scholastic, Apr. 11, 1958, vol. 72, p. 11.

---. They Gave Us Tomorrow; Wilbur and Orville Wright. Senior Scholastic, Apr. 11, 1958, vol. 72, p. 11.

thumbnail sketch, no. 22 in the magazine's "Creative Americans" series.


Biography of the Wright brothers from their childhood to their first flight, illustrated by numerous
drawings, for elementary school children. Includes instructions and an actual size pattern for building a model Wright Flyer out of styrofoam.


Included also in revised editions, 1948 and 1953, pp. 251–257.


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Children’s story of the friendship of the Wright brothers and Tom Tate of Kitty Hawk, an actual person who first met the Wright brothers in 1900 when he was 12 years old and later witnessed the first flight.


For intermediate readers, a brief biography of the two famous bicycle makers from Dayton, Ohio, focusing on their efforts to build and fly an airplane, starting with kites and gliders, to the concept of wing warping and their first successful powered flight, to the Wright Flyer’s place in the National Air and Space Museum. Includes an index and suggestions for further reading.


Brief biography of the Wright brothers, secondary school level. Includes a table of important dates in their lives.

In Chinese.


Brief history of aviation for middle school level, beginning with the Wright brothers, then continuing with emphasis on aviation in Canada. Includes numerous drawings by the author. Also includes a chapter explaining aerodynamics and principles of controlled flight, descriptions of experiments that can be done at home, and a chapter with illustrations and instructions on how to make paper gliders as well as instructions for a simple game. Includes index.


_A Wright aeroplane at Fort Myer on 3 September 1908. (NASA History Office)_

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