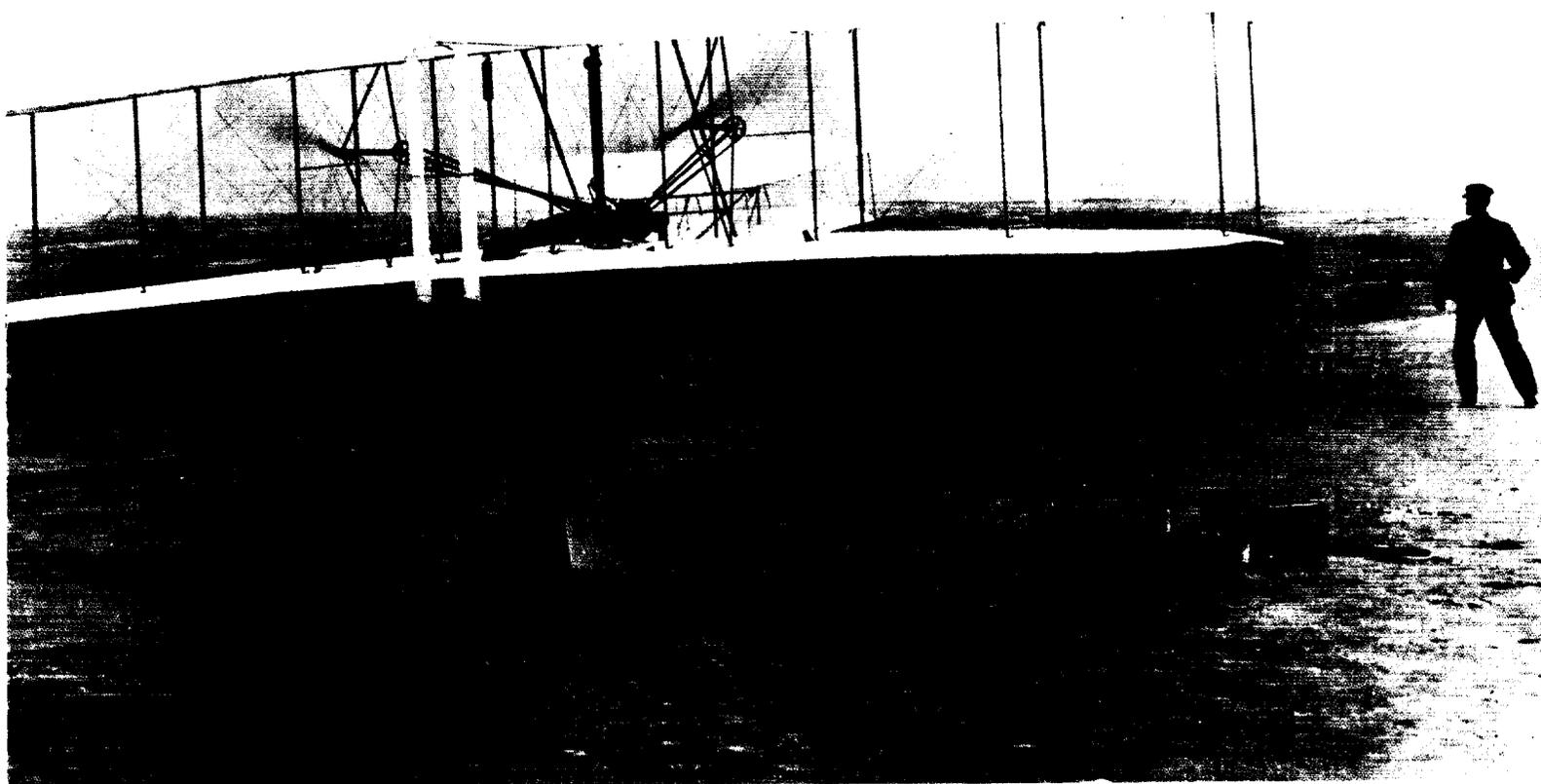


A Bibliography Commemorating
the One-Hundredth Anniversary of the

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



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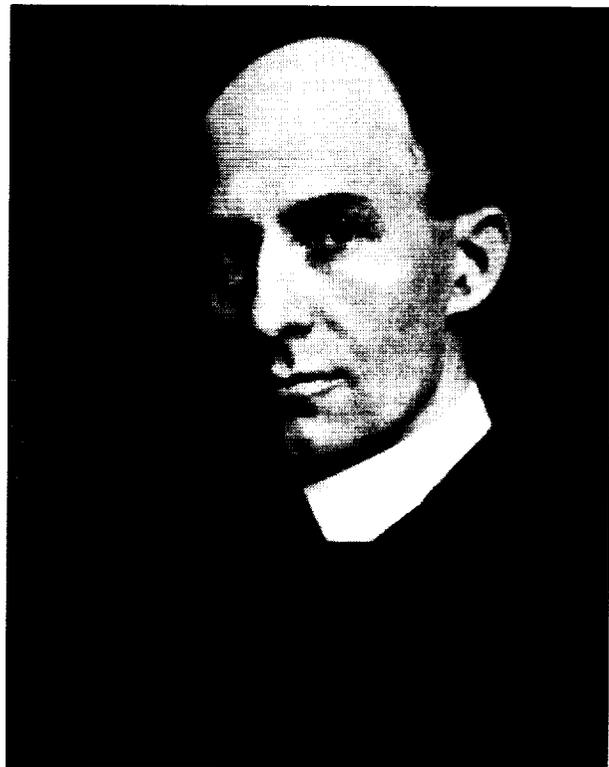
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Orville Wright (August 19, 1871—January 30, 1948).
(NASA History Office)



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

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RECEIVED at

170

176 C KA 03 33 Paid. Via Norfolk Va

Kitty Hawk N C Dec 17

Bishop M Wright

7 Hawthorne St

Success four flights thursday morning all against twenty one mile

wind started from Level with engine power alone average speed

through air thirty one miles longest 57 seconds inform Press

home ~~4444~~ Christmas .

Orevelle Wright

525P

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)

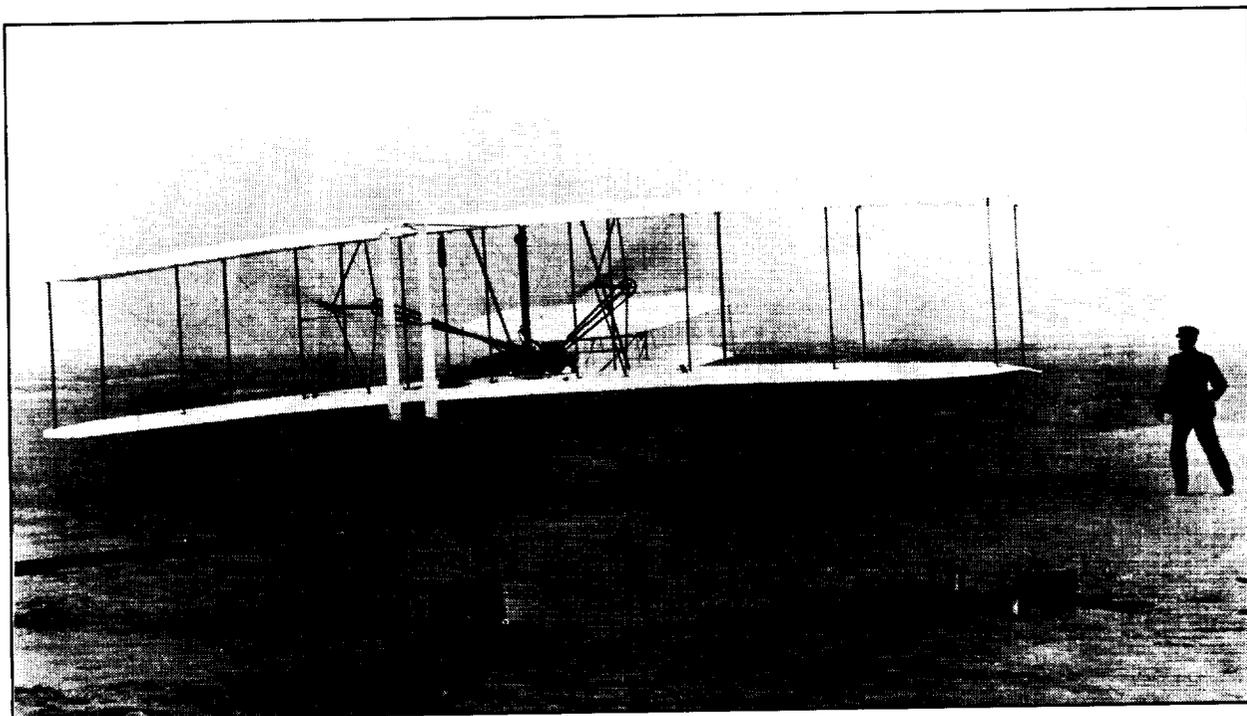
FOREWORD

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 sci-

ence from the University of Illinois, and an MS 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)

Foreword

Marvin W. McFarland invited Arthur Renstrom to join him and the other Library of Congress staffers who would produce *The Papers of Wilbur and Orville Wright* (New York: McGraw-Hill, 1953) during its formative period. The detailed bibliography that he prepared for that publication would continue to grow over the years, forming the basis for *Wilbur and Orville Wright: A Bibliography*. Fascinated by the Wrights, Mr. Renstrom produced two more important reference works: *Wilbur & Orville Wright: A Chronology Commemorating the Hundredth Anniversary of the Birth of Orville Wright, August 19, 1871* (Washington, D.C.: Library of Congress, 1975) and *Wilbur & Orville Wright, Pictorial Materials: A Documentary Guide* (Washington, D.C.: Library of Congress, 1982).

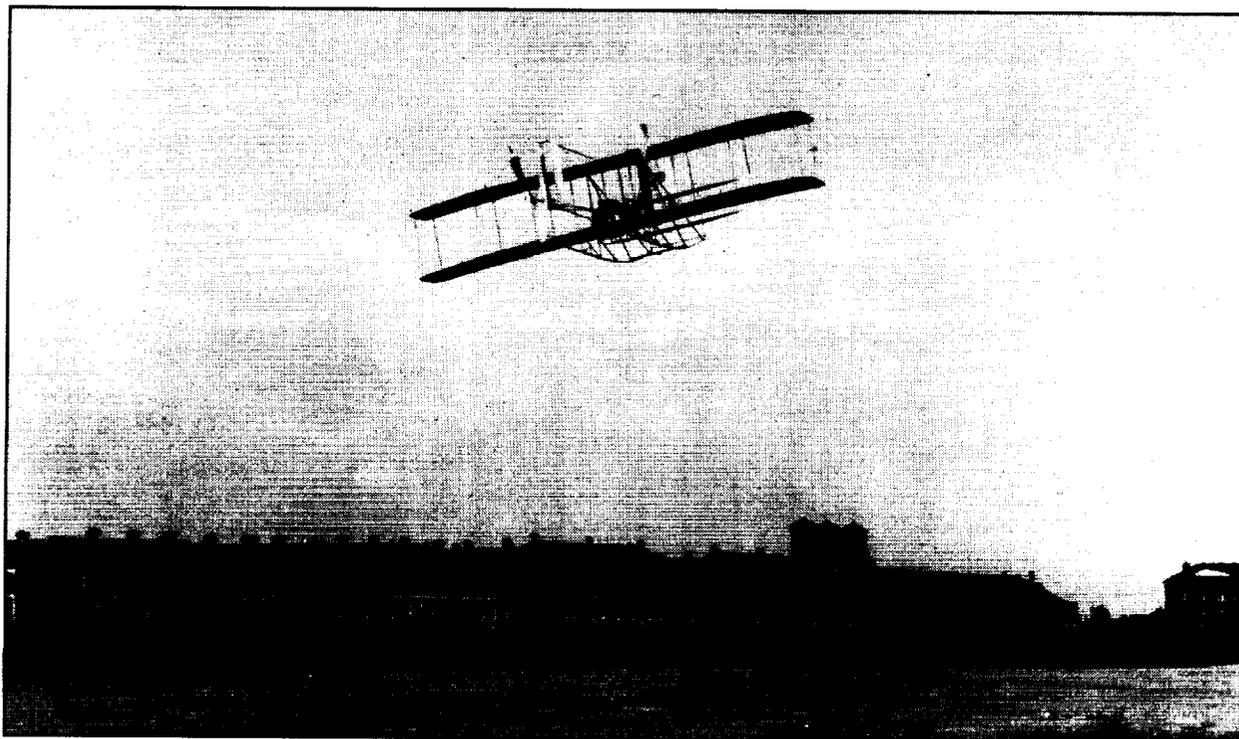
Mr. Renstrom served as Assistant Head of the Aeronautics Division until 1953, when that unit was reorganized as a section of the Science and Technology Division. He was eventually named head of the Aeronautics Section, a post that he held until his retirement. While he never lost interest in the early 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



The Wrights at Fort Myer, Virginia, on 3 September 1908. (NASA History Office)

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.

Nolan, Patrick B., and Zamonski, John A. *Wright Brothers Collection: A Guide to the Technical, Business and Legal, Genealogical, Photographic, and Other Archives at Wright State University*. New York: Garland Publishing, Inc., 187 pp.

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.

Renstrom, Arthur G. *Wilbur & Orville Wright: A Bibliography Commemorating the Hundredth Anniversary of the Birth of Wilbur Wright, April 16, 1867*. Washington, D.C.: Library of Congress, 1968, 187 pp.

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.

———. *Wilbur & Orville Wright: Pictorial Materials*, Washington, D.C.: Library of Congress, 1982, 200 pp., +illus.

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.

Unpublished report. *Guide to Resources on the Wright Brothers*, Dayton, Ohio, 1999, 38 pp.

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.

Wilbur and Orville Wright: A Register of Their Papers in the Library of Congress. Washington, D.C.: United States Library of Congress, Manuscript Division, Register of Papers, 1976, no. 48, 22 pp.

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

Wright, Wilbur. Angle of Incidence. *The Aeronautical Journal*, July 1901, vol. 5, pp. 47-49.

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.

———. The Earliest Wright Flights—A Letter from Wilbur Wright. *Scientific American*, July 16, 1910, vol. 103, p. 47.

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*

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

Published also in *Journal of the Western Society of Engineers*, Aug. 1903, vol. 8, pp. 400–417; translation of selected excerpts with title, “Versuche und Beobachtungen im Schwebeflug” [signed *A. S.*, i.e., Arthur Stenzel], *Illustrierte Aeronautische Mitteilungen*, Oct. 1903, vol. 7, pp. 331–334; abstract *Engineering Magazine*, Nov. 1903, vol. 26, p. 279; abstract *Le Génie Civil*, Nov. 7, 1903, vol. 44, pp. 9–10; with title, “The Later Experiments of the Wright Brothers in Soaring Flight,” *The Aero Manual*, 1909, pp. 22–33 (also 1910 ed.).

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 Experiments of a Flying Man. *Independent*, Feb. 4, 1904, vol. 56, pp. 242–246, +illus.

Abridged with title, “Experiments in Flying,” *Science*, Feb. 12, 1904, vol. 119 (n. s.), pp. 269–270; with title, “The Wright Experiments in Flying,” *Scientific American Supplement*, Mar. 12, 1904, vol. 57, pp. 23571–23572; reprinted in Humphreys, Pauline A., and Hosey Gertrude, *Romance of the Airmen*, Boston: Ginn and Company, 1931, pp. 197–205.

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.

———. Flying as a Sport—Its Possibilities. *Scientific American*, Feb. 29, 1908, vol. 98, p. 139.

Reprinted in part with title, “The Fun of Flying,” by Wilbur Wright and others, *Life* [Melbourne], Apr. 1909, vol. 11, pp. 368–369.

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

———. Flying from London to Manchester. Specially Written for “The London Magazine.” *London Magazine*, Feb. 1909, vol. 21, pp. 617–625, +illus.

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.

———. How to Glide and Soaring Flight. *Flight*, Oct. 2–Nov. 27, 1909, vol. 1, pp. 607–608, 621–622, 647–648,

672–673, 693–694, 721–723, 757–758, +illus.

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

———. [in part] Octave Chanute’s Work in Aviation. *Aeronautics*, Jan. 1911, vol. 8, no. 1 p. 4.

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

———. Otto Lilienthal. *Aero Club of America Bulletin*, Sept. 1912, vol. 1, no. 8, pp. 20–21, +illus.

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.

Published also in *Journal of the Western Society of Engineers*, Dec. 1901, vol. 6, pp. 489–510; abstract *Engineering Magazine*, Feb. 1902, vol. 22, pp. 773–774; abstract *Scientific American*, Feb. 22, 1902, vol. 100, p. 125; *Automotor Journal*, Feb.–Mar. 1902, vol. 4, pp. 196–198, 240–243; summarized with title, “Recent Aeronautic Experiments,” *Fielden’s Magazine*, Mar. 1902, vol. 6, pp. 261–272; *Flying*, Mar., June, Oct. 1902, Jan. 1903, vol. 1, pp. 87–94, 138–140, 189–191, 226–229; translation with title, “Die Gleitversuche der Brüder Wright,” *Wiener Luftscharfer-Zeitung*, May 1903, vol. 2, pp. 95–99; *Annual Report of the Smithsonian Institution, 1902*, Washington, D.C.: Government Printing Office, 1903, pp. 138–148, and reprinted as *Smithsonian Publication 1380*, Washington, D.C.: Government Printing Office, 1903; with title, “Some Classical Aeronautical Experiments,” *Aero*, May 25, June 1–15, 1909, vol. 1, pp. 3–4, 23–24, 39–40, 57–58; with title, “The Wright Brothers’ First Gliding Experiments,” *The Aero Manual*, 1909, pp. 4–21 (also 1910 ed.); *The Aeronautical Journal*, July/Sept. 1916, vol. 20, pp. 86–97; *Orville Wright Dinner of the Society of Automotive Engineers, Inc.* July [June] 17, 1918, Dayton, Ohio, New York; Society of Automotive Engineers, 1918, pp. 23–32; reprinted in part in *The Early History of the Airplane*, Dayton: The Dayton–Wright Airplane Co., [1922], pp. 16–24.

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.

———. W. Wright on Altitude and Fancy Flying. *Aero*, Dec. 17, 1910, vol. 1, no. 11, p. 3.

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."

———. Die Wagerechte Lage Während des Gleitfluges. *Illustrierte Aeronautische Mitteilungen*, July 1901, vol. 5, pp. 108–109.

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

———. What Clément Ader Did. *Aero Club of America Bulletin*, May 1912 vol. 1, no. 4, pp. 17–19, +illus.

Published also in *The Aeronautical Journal*, July/Sept. 1916, vol. 20, pp. 110–115.

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.

———. What Mouillard Did. *Aero Club of America Bulletin*, Apr. 1912, vol. 1, no. 3, pp. 2–4, +illus.

Published also in *The Aeronautical Journal*, July/Sept. 1916, vol. 20, pp. 107–110.

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.

For discussion by A. Henry-Couëannier see *La Revue aeriennne*, May 10, 1912, vol. 5, pp. 241–243; for another by Paul Hamelle, see *La Vie au grand air*, July 6, 1912, vol. 15, p. 532.

Orville Wright

Wright, Orville. Air Routes to the National Parks. In *Proceedings of the National Parks Conference, held in the Auditorium of the New National Museum, Washington, D.C., January 2, 3, 4, 5, and 6, 1917*, Washington, D.C.: Government Printing Office, 1917, pp. 280–283.

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.

———. Amazing Records. *Popular Science Monthly*, June 1929, vol. 114, no. 6., p. 18.

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

———. The Commercial Airplane. In *New York Aero Show Program*, [New York: 1920,] 1 p.

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

———. Diary of the First Flight. *Collier's*, Dec. 25, 1948, vol. 122, pp. 32–33, +illus.

Published also in Kelly, Fred C., *Miracle at Kitty Hawk*, New York: Farrar, Straus and Young, 1951, pp. 114–116; with title, "At Kitty Hawk—Dec. 17, 1903," in *Air Force*, Sept. 1953, vol. 36, p. 18; in McFarland, Marvin W., ed., *The Papers of Wilbur and Orville Wright*, New York: McGraw-Hill Book Company, 1953, vol. 1, pp. 394–397; and in Dunaway, Philip, and George de Kay, *Turning Point; Fateful Moments That Revealed Men and Made History*, New York: Random House, 1958, pp. 245–249.

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

———. [in part.] L'Empire des airs et son avenir. *Figaro illustré*, Feb. 1909, no. 227, p. 30, ports.

Contributed to a roundup of opinion on one of the important questions of the day. Contains facsimile signature of Orville Wright.

———. First Flight. *American Legion Monthly*, Sept. 1926, vol. 1, no. 3, pp. 14–15, +illus.

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.

———. [Fortieth Year Anniversary Statement.] In *Aerosphere*, 1943, New York: Aerosphere, Inc., 1944, p. CV.

Brief comment on the general use of the aeroplane.

———. Future of the Aeroplane. *Country Life*, Jan. 1909, vol. 15, pp. 252–253.

Predicts commercial future for the aeroplane.

———. The Future of Civil Flying. *Aviation*, Jan. 1, 1919, vol. 5, p. 676.

States that future development of private flying will depend upon development of aircraft capable of flying at low speeds and provision of adequate landing fields.

———. How I Learned to Fly. As told by him to Leslie W. Quirk, for the readers of *Boys' Life*. *Boys' Life*, Sept. 1914, vol. 4, no. 7, pp. 2-4, +illus.

Reprinted *Boys' Life*, Dec. 1928, vol. 28, no. 12, pp. 10-11, 81-82; in the *Boy Scout's Book of True Adventure*, New York, London: G. P. Putnam, 1931, pp. 29-40.

Résumé of early flying experiments at Kitty Hawk, N.C., culminating in the first power flights, December 17, 1903.

———. *How We Invented the Aeroplane*. Edited and with Commentary by Fred C. Kelly. Drawings by James MacDonald. New York: David McKay, 1953, 78 pp.

Originally published (in part) under this title in *Harper's Magazine*, June 1953, vol. 206, pp. 25-33. A translation of this article appeared in *Argentina Aérea*, Dec. 1953, vol. 8, pp. 4-5, 12-13.

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Aeroplanes and Flights

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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.

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- Dienstbach, [Carl]. Das Zweite Lebensjahr der praktischen Flugmaschine. *Illustrierte Aeronautische Mitteilungen*, Feb. 1906, vol. 10, pp. 50–54.
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- Die Versuche der Gebrüder Wright im Jahre 1905. *Illustrierte Aeronautische Mitteilungen*, Feb. 1906, vol. 10, pp. 48–50.
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- Die Wright-Frage. *Wiener Luftschiffer-Zeitung*, Feb. 1906, vol. 5, pp. 30–34.
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.
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- Mauni, Baron de. À propos de la performance des frères Wright. *La Vie automobile*, Feb. 24, 1906, vol. 6, pp. 114–115.
- Fly Fast in the Air. Wright Brothers of Dayton Make Public Results of Recent Tests of Aeroplane. *Motor Age*, Mar. 8, 1906, vol. 9, no. 10, pp. 8–9.
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- The Experiments of the Brothers Wright. *The Aeronautical Journal*, Apr. 1906, vol. 12, pp. 25–26.
Few details on Wright machine based on data derived from *L'Aérophile*, January 1906, above.
- The Wright Aeroplane and Its Performances. *Scientific American*, Apr. 7, 1906, vol. 94, pp. 291–292, +illus.
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- Grimes, E. B. Man May Now Fly at Will. *The Technical World Magazine*, June 1906, vol. 5, pp. 330–338, +illus.
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General statement on significance of flights with accompanying discussion by S. F. Cody, J. T. C. Moore-Brabazon, and others.
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An address read before the Washington Academy of Sciences, December 13, 1906. Includes an account of the Wrights titled, “The First Practical Flying Machine,” pp. 7–8.

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The Wright Aeroplane. *Ballooning and Aeronautics*, Jan. 1907, vol. 1, pp. 9–11, +illus.

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Berty. Le secret des frères Wright. *La revue d'aviation*, Jan. 15, 1907, vol. 2, pp. 8–10, +illus.

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Masfrand, Albert de. The Mysterious Wright Brothers. What Have They Really Accomplished in Flight? *Fry's Magazine*, Mar. 1907, pp. 530–536, +illus.

The Brothers Wright. *Ballooning and Aeronautics*, Apr. 1907, vol. 1, p. 152.

Extract from a letter to the editor from C. S. Rolls,

who visited the Wrights in America and who states he is convinced that they have achieved powered flight.

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loonists to the space age, including the Wright brothers. Bibliography pp. 93-94.

Nalty, Bernard C., and Strobridge, Truman R. U.S. Coast Guard, Midwife at the Birth of the Airplane. *Aerospace Historian*, Fall/Sep. 1975, pp. 139-142.

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.

Berliner, Don. College Park Airport. *Aviation Quarterly*, First Quarter 1976, pp. 24-37, +illus.

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.

Crouch, Tom D. History of American Aviation 1822-1905. Part 4. *Aviation Quarterly*, Fourth Quarter 1976, pp. 356-377, +illus.

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.

Arena, Nino. [From the Wrights to the Advent of the Jet: 50 Years of Commercial Aviation in the World] *Dai Wright all'avvento del Jet: 50 Anni di Aviazione Commerciale nel Mondo*. Rome: Edizioni Bizzarri, 1976, 207 pp., +illus.

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

Andrews, Allen. *Back to the Drawing Board: The Evolution of Flying Machines*. London: David & Charles, 1977, 168 pp., +illus.

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.

Hallion, Richard P. *Legacy of Flight: The Guggenheim Contribution to American Aviation*. Seattle: University of Washington Press, 1977, 292 pp.

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.

Crouch, Tom D. Illustrations by Robert Osborn. December: Diamond Anniversary of Man's Propulsion Skyward. *Smithsonian*, Dec. 1978, pp. 36-46, +illus.

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.

Ault, Phillip H. *Sticks and Canvass—By the Seat of Their Pants: The Story of Early Aviation*. New York: Dodd, Mead and Company, 1978, pp. 25-51, +illus.

History of early aviation, including the Wright brothers.

Bibliography pp. 209-210.

Costelle, Daniel, and Marrant, Michel. [History of aviation] *Histoire de l'aviation*. Paris: Librairie Larousse, 1978, 224 pp., +illus. (pertinent pp. 24-27)

Pictorial history of the significant personalities, events, and aircraft in the development of aviation, based on a French television production by Pathe-T.F.I (Television Francaise 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.

Combs, Harry, and Caidin, Martin. Air Age Was Now. *American Heritage*, Dec. 1979, pp. 45-60, +illus.

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

Gollin, Alfred. "Wright Brothers and the British Authorities, 1902-1909," *English Historical Review*, Apr. 1980, vol. 95.

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.

Long, G. Allison. "Huffman Prairie," *American Aviation Historical Society Journal*, Summer 1980, pp. 107-111, +illus.

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.

Fisk, Fred C. Wright Brothers' Bicycles. *Wheelmen*, Nov. 1980, no. 17, pp. 2-13, +illus.

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.

Moolman, Valerie. *Road to Kitty Hawk*. Alexandria, Virginia: Time-Life Books, 1980, 176 pp., +illus.

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.

Hayman, LeRoy. *Aces, Heroes and Daredevils of the Air*. New York: Julian Messner, 1981, 189 pp., +illus.

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.

Zisfein, Melvin B. Illustrated by Robert Andrew Parker. *Flight: A Panorama of Aviation*. New York: Pantheon Books, 1981, 119 pp., +illus.

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

Smith, Richard K. "Not a Success—But a Triumph: 80 Years since Kitty Hawk," *U.S. Naval War College Review*, Nov.-Dec. 1983, vol. 36, pp. 4–20.

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.

Hallion, Richard. *Epic of Flight—Designers and Test Pilots*. Alexandria, Virginia: Time-Life Books Inc., 1983, 176 pp., +illus.

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.

Nolan, Patrick B. Wright Brothers Collection. *Aerospace Historian*, Winter/Dec. 1984, pp. 272–276, +illus.

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.

Bilstein, Roger E. *Flight in America 1900-1983: From the Wrights to the Astronauts*. Baltimore: Johns Hopkins University Press, 1984, 356 pp., +illus.

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.

Geibert, Ron, and Malishenko, Tucker, editor. *Early Flight: 1900-1911. Original Photographs from the Wright Brothers Personal Collection*. Dayton, Ohio: Landfall Press, Inc., 1984, 95 pp., +illus.

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.

Gollin, Alfred. *No Longer an Island: Britain and the Wright Brothers, 1902-1909*. Stanford, California: Stanford University Press, 1984, 478 pp.

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.

Crouch, Tom D. Marvin W. McFarland, 1919-1985. *Aerospace Historian*, Summer/June 1985, p. 144.

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.

Crouch, Tom D. Machine of Practical Utility: The 1905 Wright Flyer. *Timeline*, Aug./Sep. 1985, pp. 24–37, +illus.

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.

Christy, Joe. *First to fly Blue Ridge*. In his *High Adventure: The First 75 Years of Civil Aviation*. Summit, Pennsylvania: Tab Books, Inc., 1985.

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.

Roland, Alex. *Model Research: The National Advisory Committee for Aeronautics 1915-1958*. Washington, D.C.: NASA SP-4103, 1985, 769 pp. (2 vols.), +illus.

Comprehensive and detailed history of the National Advisory Committee for Aeronautics (NACA), established in 1915 and replaced by NASA in 1958. Though often critical of some of its particular policies, the author describes NACA as a model research organization. Bibliographic essay pp. 305-320, chapter notes pp. 321-391. Includes an index.

1986-1995

Crouch, Tom D. *How the Bicycle Took Wing*. *American Heritage of Invention & Technology*, Summer 1986, pp. 10-16, +illus.

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.

Harris, Patrick. *Exhibition Era of Early Aviation in Oregon, 1910-1915*. *Oregon Historical Quarterly*, Fall 1986, vol. 87.

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.

Carson, Annette. Foreword by George C. Larson. *Flight*

Fantastic: The Illustrated History of Aerobatics. Sparkford, England: Haynes Publishing Group, 1986, 320 pp.

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.

Culver, Edith Dodd. *Talespins: A Story of Early Aviation Days*. Santa Fe, New Mexico: Sunstone Press, 1986, 128 pp., +illus.

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.

Gibbons, Gail. *Flying*. New York: Holiday House, 1986, [32 pp.]

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

Walker, Lois E., and Wickam, Shelby E. *From Huffman Prairie to the Moon: The History of Wright-Patterson Air Force Base*. Washington, D.C.: United States Air Force Logistics Command, 1986.

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.

Christy, Joe. With contributions by Alexander T. Wells. *American Aviation: An Illustrated History*. Blue Ridge Summit, Pennsylvania: Tab Books, Inc., 1987, 394 pp., +illus.

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.

Boyne, Walter J. *Smithsonian Book of Flight*. Washington, D.C.: Smithsonian Books, 1987, 288 pp., +illus.

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.

Hoooven, Frederick J. Longitudinal Dynamics of the Wright Brothers' Early Flyers: a Study in Computer Simulation of Flight. *Wright Flyer: An Engineering Perspective*. Edited by Howard S. Wolko, Washington, D.C.: Smithsonian Institution, National Air and Space Museum, 1987, pp. 45–77, +illus.

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.

Villard, Henry Serrano. *Contact! The Story of the Early Birds*. Washington, D.C.: Smithsonian Institution Press, 1987, 277 pp.

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

Wolko, Howard S. editor. *Wright Flyer: An Engineering Perspective*. Washington, D.C.: Smithsonian Institution, National Air and Space Museum, 1987, 106 pp., +illus.

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.

Wolko, Howard S. Structural Design of the 1903 Wright Flyer. *Wright Flyer: An Engineering Perspective*. Edited by Howard S. Wolko, Washington, D.C.: Smithsonian Institution, National Air and Space Museum, 1987, pp. 97–106, +illus.

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.

Bryan, C. D. B. 2nd edition. *National Air and Space Museum*. New York: Harry N. Abrams, Inc., Publishers, 1988, 498 pp.

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.

Jefferis, David. Illustrated by Michael Roffe and Ron Jobson. *Wings: The Conquest of the Air—First Flyers*. London: Franklin Watts, 1988, 32 pp., +illus.

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.

Jakab, Peter L. *Wright Brothers and the World's First Airplane: An Investigation of Technical Creativity and the Inventive Process*. New Brunswick: Rutgers State University of New Jersey, 1989, 371 pp.

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.

Lengenfelder, Jack W. Introduction by Frank Kingston Smith. *Picture Postcard History of U.S. Aviation*. Binghamton, New York: Almar Press, 1989, 122 pp.

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.

Boyne, Walter J., Gwynn-Jones, Terry, and Moolman, Valerie. *How Things Work—Flight*. Alexandria, Virginia: Time-Life Books, 1990, 144 pp., +illus.

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.

Jakab, Peter L. Foreword by Tom D. Crouch. *Visions of a Flying Machine: The Wright Brothers and the Process of Invention*. Washington, D.C.: Smithsonian Institution Press, 1990, 263 pp. (History of Aviation series).

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.

Behringer, Wolfgang, and Ott-Koptschalijski, Constance. [Dream of Flight: Between Myth and Technology] *Der Traum vom Fliegen: Zwischen Mythos und Technik*. Frankfurt am Main: S. Fischer Verlag GmbH, 1991, 590 pp., +illus.

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.

Biddle, Wayne. *Barons of the Sky*. New York: Simon and Schuster, 1991, 366 pp.

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.

Boyne, Walter J. *Leading Edge*. New York: Artabras Publishers, 1991, 232 pp., +illus.

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.

Gildemeister, Jerry. Oil painting illustrations by Tim Larson. *Avian Dreamers*. Union, Oregon: Bear Wallow Publishing Company, 1991, 240 pp., +illus.

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.

Harris, Sherwood. *First to Fly: Aviation's Pioneer Days*. Blue Rudge Summit, Pennsylvania: Tab/Aero Books, 1991, 231 pp.

Reprint of 1970 Simon and Schuster edition.

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.

Kelly, Ann Marie. Illustrated by Judy Wong Bedian. *Wright Connection U.S.A.*, pt. 1 & 2. *Flying Connections: The Dream Comes True*. Roslyn, New York: Berrent Publications, Inc., 1991, pp. 82–93, +illus.

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

Ethell, Jeffrey L. *Frontiers of Flight*. New York: Orion Books, 1992, 256 pp., +illus. (pertinent pp. 12–31).

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.

Spangenburg, Ray, and Moser, Diane K. *Connecting a Continent: The Story of Air Transport in America*. In their *It All Began at Kitty Hawk: The Early Days of Flying in America*. New York: Facts on File, Inc., 1992.

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.

Patrick, Michael. 90 Years of Flight. *Popular Mechanics*, Dec. 1993, pp. 25–32, +illus.

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.

Blackman, Steve. Illustrated by Jeremy Pyke and photography by Martyn Chillmaid. *Planes and Flight*. New York: Franklin Watts, 1993, 32 pp., +illus.

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.

Parramore, Thomas C. *Triumph at Kitty Hawk: The Wright Brothers and Powered Flight*. Raleigh: North Carolina Department of Cultural Resources, Division of Archives and History, 1993, 124 pp., +illus.

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.

Robie, William A., Jr. Foreword by Chuck Yeager. *For the Greatest Achievement: A History of the Aero Club of America and the National Aeronautic Association*. Washington, D.C.: Smithsonian Institution Press, 1993, 378 pp.

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.

Mansfield, Howard. What Makes It Wright? *Air & Space Smithsonian*, June-July 1994, pp. 84–93, +illus.

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.

Baker, David. *Flight and Flying: A Chronology*. New York: Facts on File, Inc., 1994, 549 pp., +illus.

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.

Glines, Carroll V., and Zubkoff, Harry M. *Flights: American Aerospace . . . Beginning to Future*. Montgomery, Alabama: Community Communications, 1994, 214 pp.

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.

Sharman, Margaret. *1900s: The First Decade*. Austin, Texas: Raintree Steck-Vaughn, 1994, 47 pp.

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.

Spick, Mike. *Milestones of Manned Flight: The Ages of Flight from the Wright Brothers to Stealth Technology*. New York: Smithmark Publishers, Inc., 1994, 144 pp., +illus.

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.

[U.S. Air Force Materiel Command]. *Against the Wind: 90 Years of Flight Test in the Miami Valley*. Wright-Patterson Air Force Base, Ohio: 1994, 216 pp., +illus.

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.

Lopez, Donald S. *Aviation: A Smithsonian Guide*. New York: Macmillan Publishing Company, 1995, 256 pp., +illus.

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.

Parker, Steve. *Wright Brothers and Aviation*. New York: Chelsea House, 1995, 32 pp., +illus.

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.

Originally published in London: Belitha Press, 1994. Includes index.

Sobolev, Dmitrii Alekseevich. [History of Aircraft. Initial Period] *Istoriia samoletov. Nachal'nyi period*. Moscow: Rossiiskaia politicheskaiia entsiklopediia (ROSSPEN), 1995, 343 pp., +illus.

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

Delear, Frank J. First-Flight Controversy. *Aviation History*, Mar. 1996, pp. 46–52, 69–70, 72.

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.

Harrison, James P. *Mastering the Sky: A History of Aviation from Ancient Times to the Present*. New York: Sarpedon, 1996, 338 pp.

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

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

Stoff, Joshua. *Picture History of Early Aviation, 1903-1913*. New York: Dover Publications, Inc., 1996, 136 pp., +illus.

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.

Jakab, Peter L. Otto Lillienthal: The Greatest of the Precursors. *AIAA Journal*, Apr. 1997, pp. 601–607, +illus.

Technical discussion of the German Otto Lillieanthal'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."

Mohler, Stanley R. Human Factors Contributions of the Wright Brothers. *Air Line Pilot*, May 1997, pp. 22–24, +illus.

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.

Anderson, John D., Jr. Foreword by Von Hardesty. *History of Aerodynamics and Its Impact on Flying Machines*. Cambridge: Cambridge University Press, 1997, 478 pp.

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.

Yenne, Bill. National Aviation Hall of Fame. Foreword by Frank Borman. *Legends of Flight*. Lincolnwood, Illinois: Publications International, 1997, 216 pp., +illus.

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.

Crouch, Tom D. Thrill of Invention. *Air & Space Smithsonian*, Apr.-May 1998, pp. 22–30, +illus.

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 Gretten, 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, Pete. Charlie Taylor and the World's First Military Airplane. *American Aviation Historical Society Journal*, Fall 1998, pp. 228–235.

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.

Armentrout, Patricia. *Miracle of Flight: Extreme Machines in the Air*. Vero Beach, Florida: Rourke Press, Inc., 1998, 5 pp.

Briefly describes the Wright brothers' flying machine.

Van der Linden, F. Robert, editor. *Aircraft of the National Air and Space Museum*, 5th edition. Washington, D.C.: Smithsonian Institution Press, 1998, +illus.

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.

NASA Tests Replica of Historic 1903 Wright Flyer. *AIAA Student Journal*, Summer 1999, pp. 8, +illus.

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.

Crouch, Tom D. Kill Devil Hill, 17 December 1903. *Technology and Culture*, July 1999, pp. 594–598.

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.

[Aeronautical Systems Center]. *Wright-Patterson AFB, Ohio—Birthplace, Home and Future of Aerospace: The Evolution of Aeronautical Development at the Aeronautical Systems Center*. Wright-Patterson AFB: ASC History Office, 1999, 84 pp., +illus.

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.

Millbrooke, Anne Marie. *Aviation History*. Englewood, Colorado: Jeppesen Sanderson, Inc., Jeppesen Sanderson Training Products, 1999, var. pp., +illus. (pertinent pp. 2/1–2/36).

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.

Taylor, Bob. Charles E. Taylor: The Man Aviation History Almost Forgot. *Air Line Pilot*, Apr. 2000, pp. 18–21.

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.

Ruane, Michael E. Birth of Flight, Reborn: No Detail Too Small for Pilot's Tribute at Wright Centennial. *Washington Post*, Sep. 12, 2000, pp. A1, A6, A7.

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.

Thompson, Bob. Museum of the American Century. *Washington Post Magazine*, Sep. 17, 2000, pp. 8–16, 25–28, +illus.

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.

Ruane, Michael E. Short Hop: The Wright Brothers Flyer Briefly Returns to Earth for a Trip to Safer Airspace. *Washington Post*, Nov. 3, 2000 pp. B1, B8, +illus.

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.

Anderson, John D., Jr. *Introduction to Flight*. Fourth edition. Boston: McGraw-Hill, 2000, 766 pp.

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.

Kingseed, Wyatt. First Airplane Fatality American History. *United States*, Feb. 2001, pp. 28–34.

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.

Gunston, Bill editor. *Aviation Year By Year*, New York: 2001, 984 pp.

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

Lippincott, Harvey H. Propulsion Systems of the Wright Brothers. in *Wright Flyer: An Engineering Perspective*. Edited by Howard S. Wolko. Washington, D.C.: Smithsonian Institution, National Air and Space Museum, 1987, pp. 79–95, +illus.

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

Wright Brothers' 28- to 30-Horsepower Aeroplane Motor. *Scientific American*, Dec. 15, 1906, vol. 95, pp. 448–449, +illus.

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

Nicolleau, Auguste. L'Aéronautique en Amérique. *L'Aérophile*, Jan. 1907, vol. 15, pp. 13–15, +illus.

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

Moteurs à cylindres verticaux et parallèles. 1er moteur Wright. *Le Génie civil*, June 19, 1909, vol. 55, p. 152, +illus.

The Wright engine built by Bariquand et Marre in France.

Dierfeld, [Benno]. Der Wright-Motor der Neuen Automobil-Gesellschaft in Oberschöneweide bei Berlin. *Zeitschrift Verein der Deutscher Ingenieure*, May 28, 1910, vol. 54, pp. 886–888, +illus.

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

Dyke, Andrew L. Features of the Standard Wright Motor. *Aero*, New York, Nov. 5, 1910, vol. 1, no. 5, p. 15, +illus.

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

Aero Engines: Wright. In *All the World's Airships ... 1910-11*. London: Sampson Low, Marston & Co., Ltd., 1910, p. 434.

Scant details in 1910–1914 editions.

André, Henri. Moteur Wright (Salon 1909). In his *Moteurs d'aviation et de dirigeables*. Paris: L. Geisler, 1910, pp. 151–152, +illus.

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

Brewer, Robert W. A. Wright Engine. In his *The Art of Aviation*. London: Crosby, Lockwood and Son, 1910, pp. 66–68.

The Bariquand et Marre engine.

Lumet, Georges. Le Moteur Wright. In his *Les Moteurs d'aviation*. Paris: H. Dunod et E. Pinat, 1910, pp. 60–61.

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

Vorreiter, Ansbert. Motor der Gebrüder Wright. In his *Motoren für Luftschiffe und Flugapparate*. Berlin: Richard Carl Schmidt & Co., 1910, pp. 110–112, +illus.

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.

Phipps, Walter H. Leading Aeronautical Motors of the World: Wright. *Aircraft*. June 1913, vol. 4, pp. 88, 90.

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

The New Wright Six-Cylinder Motor. *Aeronautics*, New York, Oct. 1913, vol. 13, p. 141, +illus.

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

Loening, Grover C. The New Wright Six-Cylinder Motor. *Aircraft*, Nov. 1913, vol. 4, p. 210, +illus.

The 6-Cylinder 60-Horsepower Wright Motor. *Aeronautics*, New York, Nov. 1913, vol. 13, pp. 177-179, +illus.

Detailed account of "6-60" engine.

Wrights Produce Economical Six. *Aero and Hydro*, Nov. 15, 1913, vol. 7, p. 87, +illus.

The "6-60" engine.

The New Wright Flexible Drive. *Scientific American*, June 13, 1914, vol. 190, p. 484.

Auxiliary shaft as adopted in the new aeroboat model.

Angle, Glenn D. Wright [Engines]. In his *Airplane Engine Encyclopedia*. Dayton, Ohio: Otterbein Press, 192, pp. 521-523, +illus.

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

Lawrance, Charles L. *The Development of the Airplane Engine in the United States*. In International Civil Aeronautics Conference, Washington, D.C., December 12-14, 1928, *Papers Submitted by the Delegates for Consideration by the Conference*. Washington, D.C.: Government Printing Office, 1928, pp. 409-421.

In his discussion of the "Early Period" author has brief description of early Wright engines, pp. 412-414.

McSurely, Alexander. The Horsepower at Kitty Hawk. *Bee-Hive*, Jan. 1963, vol. 28, no. 1, pp. 7-11, +illus.

Account of the development of the first Wright aeroplane engine.

Hobbs, Leonard S. *Smithsonian Annals of Flight, No. 5. Wright Brothers' Engines and Their Design*. Washington, D.C.: Smithsonian Institution Press, 1971, 71 pp., +illus.

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

Gunston, Bill. Fully revised 2nd edition. *World Encyclopedia of Aero Engines*. Wellingborough, United Kingdom: Patrick Stephens Limited, 1989, 192 pp.

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

Sanbongi, Bryan. Aircraft Engine: An Historical Perspective of Engine Development through World War I. *Journal of Aviation/Aerospace Education and Research (JAAER)*, Spring 1999, pp. 7-17.

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

Propeller

Brown, Harold S. A Defense of the Wright System of Propellers. *Scientific American*, Dec. 26, 1908, vol. 99, p. 471.

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.

Margoulis, Wladimir. Wright & Voisin. Le Rendement des hélices Wright (réponse à M. Lefort). *L'Aérophile*, Mar. 1909, vol. 17, p. 101.

Brief comment on previous article in *L'Aérophile*, February 1, 1909, pp. 51-54 titled, "L'Aéroplane Wright et les aéroplanes français."

Eberhardt, Carl. Die Wright'sche Luftschaube und der Fahrwiderstand der Wright'schen Flugmaschine. *Der Motorwagen*, Aug. 20, 1909, vol. 12, pp. 630-632, +illus.

Published also in his *Theorie und Berechnung der Luftschauben*, 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.

Wrights' Propeller Efficiency. *Aeronautics*, New York, Nov. 1909, vol. 5, pp. 174-175, +illus.

Based on calculations of Captain Eberhardt above.

Aston, W. G. A Consideration of Some Existing Propellers. *Aero*, London, May 3, 1910, vol. 2, pp. 348-349, +illus.

Includes discussion on the Wright brothers' propeller.

Dallwitz-Wegner, Richard von. Die Wright-Schraube. In his *Der Treibschrauben-Konstrukteur*. Rostock, i. M.: C. J. E. Volckmann, 1911, pp. 139-140, +illus.

James, Sydney V. Aerial Screw Practice. *Aero and Hydro*, Dec. 7, 1912, vol. 5, pp. 180-182, +illus.

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

McSurely, Alexander. The Wrights and the Propeller. *Bee Hive*, Spring 1953, vol. 28, no. 2, pp. 20–24, +illus.

Account of the early Wright propeller experiments and the Wright brothers' later operating experiences with their propellers.

Automatic Stabilizer

Wright's Patent Automatic Stability. *Flight*, July 10, 1909, vol. 1, pp. 406–407, +illus.

Abstract in *Rivista Tecnica di Aeronautica*, July, 1909, vol. 6, pp. 232–233; *Aeronautics*, [New York], Sept. 1909, vol. 5, pp. 90–91.

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.

Orlovskii, Petr. Novyi avtomaticheskii stabilizator sistemy br. Rait [Wright brothers' new automatic stabilizer]. *Viestnik vozdukhoplavaniia*, Dec. 1909, no. 2, pp. 21–22, +illus.

Automatic Stabilizing System of the Wright Brothers. *Scientific American Supplement*, Jan. 14, 1911, vol. 71, pp. 20–21, +illus.

Based on British and French patent specifications.

Aubigny, Eugène d'. Le Nouveau planeur Wright. *L'Aéro*, Oct. 29, 1911, vol. 5, no. 272, p. 1, +illus., Oct. 30, no. 273, p. 1.

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

Der Wright-Stabilisator. *Flugsport*, Feb. 28, 1912, vol. 4, pp. 171–172, +illus.

Report on use in 1911 glider flights at Kitty Hawk.

Wright Automatic Stability System. *Aeronautics*, [New York], Oct. 1913, vol. 13, pp. 138–139, 142, +illus.

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

Loening, Grover C. The Wright Automatic Stabilizer. *Flying*, Jan. 1914, vol. 2, no. 12, p. 29.

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

Dienstbach, Carl. The Wright Automatic Stabilizer for Aeroplanes. *Scientific American*, Jan. 3, 1914, vol. 110, pp. 17, 36–37, +illus.

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

Stabilizer Qualifies Wright for Trophy. *Aero and Hydro*, Jan. 10, 1914, vol. 7, p. 179.

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.

Le Stabilisateur automatique Wright. *L'Aérophile*, Jan. 15, 1914, vol. 22, p. 37.

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

The Wright Automatic Stabilizer. *Aeronautics*, New York, Jan. 15, 1914, vol. 14, pp. 3–4.

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

The Collier Trophy of the Aero Club of America for 1913 Awarded to Mr. Orville Wright for the Development and Demonstration of the Wright Stabilizer. *Flying*, Feb. 1914, vol. 3, no. 1, +illus. pp. 6–7.

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

James, Paul. Le Stabilisateur automatique Wright. *L'Aérophile*, Feb. 1, 1914, vol. 22, p. 59, +illus.

Based on descriptions in recent issues of American trade journals.

Le Stabilisateur automatique Wright. *Le Génie Civil*, Feb. 14, 1914, vol. 64, p. 318, +illus.

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

Orville Wright's Fool-Proof Plane. *Literary Digest*, Feb. 21, 1914, vol. 48, p. 374.

Der automatische Wright-Stabilisator für Flugzeuge. *Deutsche Luftfahrer Zeitschrift*, Mar. 4, 1914, vol. 18, p. 110, +illus.

Brief note based on patent specifications.

Sée, Alexandre. Considérations sur le stabilisateur automatique Wright. *L'Aérophile*, Mar. 15, 1914, vol. 25, pp. 134–135.

Das Versprechen von Wright. *Wiener Luftschiffer-Zeitung*, Mar. 15, 1914, vol. 13, pp. 27–29.

Summary of recent press reports on automatic stabilizer.

Bejeuhr, Paul. Der automatische Wright-Stabilisator. *Die Umschau*, Aug. 22, 1914, vol. 18, pp. 684–685, +illus.

Orville Wright's New Stabilizer Almost Perfected. *Aviation and Aeronautical Engineering*, Dec. 15, 1915, vol. 1, p. 331.

Published also in *Aerial Age Weekly*, Dec. 18, 1916, vol. 4, p. 359.

Report on series of tests conducted by Orville in November with a new stabilizer based on gravity principle.

Orville Wright inventa un estabilizador para aeroplanos. *Tohtli*, Feb. 1917, vol. 2, pp. 51–52.

Based on description published in *El Pueblo*, January 8, 1917.

Control Devices

Die Steuerung des Wrightschen Fliegers. *Flugsport*, Feb. 5, 1909, vol. 1, pp. 100–103, +illus.

Outline of the steering mechanism of the Wright aeroplane.

The Wright Control. *Aero*, New York, Nov. 5, 1910, vol. 1, no. 5, p. 7.

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

Mitchell, John W. Wrights' Improved Anemometer. *Aeronautics*, New York, Jan. 1911, vol. 8, no. 1, p. 15.

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.

The New Wright Control. *Aeronautical Journal*, Jan. 1911, vol. 15, pp. 28–29, +illus.

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.

Loening, Grover C. Controlling Apparatus. 8. Wright. In his *Monoplanes and Biplanes: Their Design, Construction and Operation ...* New York: Munn & Company, Inc., 1911, pp. 287–290.

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.

Wright Incidence Indicator. *Aeronautics*, New York, Aug. 1913, vol. 13, pp. 56, 58., +illus.

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

Wright Incidence Indicator Brought Out. *Aero and Hydro*, Aug. 9, 1913, vol. 6, p. 380, +illus.

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

A Wright Incidence Indicator. *Flight*, Oct. 15, 1913, vol. 5, p. 1178, +illus.

Brief descriptive note.

Wright's Adopt New Type Control. *Aero and Hydro*, Feb. 21, 1914, vol. 7, pp. 263–264, +illus.

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

Loening, Grover C. The New Wright Control. *Flying*, Mar. 1914, vol. 3, no. 2, p. 60, +illus.

The New Wright Control. *Flight*, Mar. 7, 1914, vol. 6, p. 240, +illus.

Wright Wheel Control. *Aeronautics*, New York, Mar. 15, 1914, vol. 14, no. 5, p. 69.

Brief descriptive note.

Wright Improves Elevator Control. *Aero and Hydro*, Apr. 25, 1914, vol. 8, p. 40.

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

Jones, Ernest L. New Model Wright Incidence Indicator. *Aeronautics*, London, Feb. 16, 1916, vol. 10, p. 116, +illus.

Apparently identical with 1913 model.

The Wright Control System. In Gibbs-Smith, Charles H., *The Invention of the Aeroplane (1799-1909)*, New York: Taplinger Publishing Co., Inc., 1966, pp. 308–312, +illus.

Included in discussion of control systems in use in 1909 in Wright, Voisin, Bleriot, Antoinette, Henry Farman, and Curtiss aircraft.

Wind Tunnel

Baker, M. P. The Wright Brothers as Aeronautical Engineers. *SAE Quarterly Transactions*, Jan. 1951, vol. 5, pp. 1-17, +illus.

Originally issued with slightly varying text as SAE Preprint 459, New York: Society of Automotive Engineers, 1950, 23 pp.; reprinted with exception of appendices and discussion, pp. 12-17, in *Annual Report of the Smithsonian Institution, 1950*, Washington, D.C.: Government Printing Office, 1951, pp. 209-223; as Smithsonian Publication 4030, Washington, D.C.: Government Printing Office, 1951, pp. 209-223; in *Smithsonian Treasury of Science*, vol. III, edited by Webster P. True, New York, Simon and Schuster, Inc. 1960, pp. 1075-1104; and abridged with title, "Wright Brothers; World's First Aeronautical Engineers," in *Aero Digest*, July 1953, vol. 67, pp. 18-24.

Paper given before the National Aeronautic 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.

———. *The Wright Brothers' Wind Tunnel Experiments*. Dayton: the author, [1949], 20 pp. +illus., processed.

Lecture delivered at Oberlin College, May 26, 1949.

Brewer, Griffith. Original Wind Tunnel of the Wright Brothers. *U.S. Air Services*, Nov. 1938, vol. 23, no. 11, pp. 17-18.

Published also in *Proceedings of the Fifth International Congress for Applied Mechanics, Cambridge, Mass., Sept. 12-16, 1938*, New York: John Wiley & Sons, 1939, pp. 741-743; Brewer, Griffith, *Fifty Years of Flying*, London: Air League of the British Empire, 1946, pp. 96-101.

Address delivered at the dedication of the Wright Brothers Memorial Wind Tunnel at the Massachusetts Institute of Technology, September 12, 1938.

Culick, F. E. C., and Jex, Henry R. Aerodynamics, Stability, and Control of the 1903 Wright Flyer. In *Wright Flyer: An Engineering Perspective*. Edited by Howard S. Wolko. Washington, D.C.: Smithsonian Institution, National Air and Space Museum, 1987, pp. 19-43, +illus.

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.

Gerhardt, W. F. *Wright and Prandtl: Some Early Wind Tunnel Tests Interpreted in the Light of Prandtl's Induction Theory*. [Detroit: the author, 1938], 18 pp. (typescript) and diagrs., 5 pp.

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.

Lewis, George W. The Wright Brothers as Researchers. *Aviation*. Aug. 1939, vol. 38, no. 7, pp. 20-21, 81, +illus.

Advance publication with special title of the section, "Research in the Wright Brothers' Wind Tunnel" in his 27th Wilbur Wright Memorial Lecture "Some Modern Methods of Research in Problems of Flight," delivered before the Royal Aeronautical Society, London, May 25, 1939, and published in *The Journal of the Royal Aeronautical Society*, Oct. 1939, vol. 53, pp. 773-778.

Based on data supplied the author by Orville Wright.

McClarren, Ralph H. The Wright Brothers' Aeronautical Engineering Collection at the Franklin Institute, Philadelphia, Pa. *Journal of the Franklin Institute*, Aug. 1951, vol. 252, pp. 175-196, +illus.

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.

Randers-Pehrson, Nils H. Wright Brothers. In his *Pioneer Wind Tunnels*, Washington, D.C.: Smithsonian Institution, 1935, pp. 11-13, +illus. (Smithsonian Publication 3294 and Smithsonian Miscellaneous Collections, vol. 93, no. 4).

Saar, John. Space-Age Wind Tunnels Reshape Old Notions of Streamlining. *Smithsonian*, Jan. 1982, pp. 76-85.

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

Possible Comes to Light in Laboratory Attic. *U.S. Air Services*, Jan. 1947, vol. 32, no. 1, pp. 17-18, +illus.

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.

Warner, Edward P., and Norton, Fredrick H. Wind Tunnel Balances. *National Advisory Committee for Aeronautics Report No. 72*, 1920, 40 pp.

Preprinted from *Fifth Annual Report of the National Advisory Committee for Aeronautics, 1919*, Washington, D.C.: Government Printing Office, 1920, pp. 647-648.

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.

Wright Brothers' Studies. *Science News Letter*, June 4, 1949, vol. 55, p. 355, port.

Brief note on Wright wind tunnel instruments on the occasion of presentation of reproductions to Oberlin College.

The Wright Brothers' Wind Tunnel. *U.S. Air Services*, July 1939, vol. 24, no. 7, p. 7.

Editorial comment on Dr. George W. Lewis' 1939 Wilbur Wright Memorial Lecture before the Royal Aeronautical Society.

Patents and Patent Suits

United States

Orville Wright and Wilbur Wright, of Dayton, Ohio. Flying-Machine. No. 821,393. Specification of Letters Patent. Application Filed March 23, 1903. Patented May 22, 1906. Washington, D.C.: United States Patent Office, 1906, 10 pp., +illus.

Abridged in *The Official Gazette of the United States Patent Office*, May 22, 1906, vol. 122, pp. 1257-1258, and reprinted in *Vehicles of the Air*, by Victor Lougheed, Chicago: The Reilly and Britton Co., 1909, pp. 451-457.

The basic Wright patent, incorporating the constructions and combinations of the Wright 1902 glider.

Orville Wright and Wilbur Wright, of Dayton, Ohio, Assignors to the Wright Company, a Corporation of New York. Flying-Machine. 1,075,533. Specification

of Letters Patent. Application Filed February 10, 1908. Patented Oct. 14, 1913. Washington, D.C.: United States Patent Office, 1913, 14 pp., +illus.

Abridged in *The Official Gazette of the United States Patent Office*, Oct. 14, 1913, vol. 195, p. 353. Device for maintaining automatic stability.

Orville Wright and Wilbur Wright, of Dayton, Ohio. Mechanism for Flexing the Rudder of a Flying Machine or the Like. No. 908,929. Specification of Letters Patent. Application Filed July 15, 1908. Patented Jan. 5, 1909. Washington, D.C.: United States Patent Office, 1909, 5 pp., +illus.

Abridged in *The Official Gazette of the United States Patent Office*, Jan. 5, 1909, vol. 138, p. 164.

Orville Wright and Wilbur Wright, of Dayton, Ohio, Assignors to the Wright Company, a Corporation of New York. Flying-Machine. No. 987,662. Specification of Letters Patent. Application Filed February 17, 1908. Patented Mar. 21, 1911. Washington, D.C.: United States Patent Office, 1911, 5 pp., +illus.

Abridged in *The Official Gazette of the United States Patent Office*, Mar. 2, 1911, vol. 164, p. 711.

Orville Wright and Wilbur Wright, of Dayton, Ohio, Assignors to the Wright Company, a Corporation of New York. Flying-Machine. No. 1,122,348. Specification of Letters Patent. Application Filed February 17, 1908. Patented Dec. 29, 1914. Washington, D.C.: United States Patent Office, 1914, 10 pp., +illus.

Abridged in *The Official Gazette of the United States Patent Office*, Dec. 29, 1914, vol. 209, p. 1357.

Orville Wright and James M. H. Jacobs, of Dayton, Ohio, Assignors to Dayton-Wright Company, of Dayton, Ohio, a Corporation of Delaware. Airplane. 1,504,663. Application Filed May 31, 1921. Patented Aug. 12, 1924. Washington, D.C.: United States Patent Office, 1924, 8 pp., +illus.

Abridged in *The Official Gazette of the United States Patent Office*, Aug. 12, 1924, vol. 325, p. 374.

Invention designed to increase the lift of an airfoil through the use of a split flap.

Orville Wright of Oakwood, Ohio, Assignor to the Miami Wood Specialty Company, of Dayton, Ohio, a Corporation of Ohio. Toy. 1,523,989. Application Filed November 10, 1923. Patented Jan. 20, 1925. Washington, D.C.: United States Patent Office, 1925, 4 pp., +illus.

Abridged in *The Official Gazette of the United States Patent Office*, Jan. 20, 1925, vol. 330, pp. 662-663.

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

Wilbur Wright und Orville Wright in Dayton (Ohio, V. St. A.) Österreichische Patentschrift Nr. 23174. Flugmaschine. Angemeldet am 23 März 1904. Beginn der Patentdauer: 15. September 1905. Ausgegeben am 26. Februar 1906. Wien: Kais. Königl. Patentamt, 1906, 8 pp., +illus.

Wilbur Wright und Orville Wright in Dayton (Ohio, V. St. A.) Österreichische Patentschrift Nr. 36566. Drachenflieger. Angemeldet am 24. Februar 1908. Beginn der Patentdauer: Oktober 15. 1908. Ausgegeben am 10. März 1909. Wien: Kais. Königl. Patentamt, 1909, 4 pp., +illus.

Belgium

Wright (O.) et Wright (W.) 176292. Imp. Perfectionnements aux machines aéronautiques. 23 mars 1904 (brevet américain du 23 mars 1903). *Recueil des brevets d'invention*, 1904, vol. 52, p. 509.

Wright (W.) et Wright (O.) 211970. Imp. Perfectionnements aux machines aéronautiques. 13 novembre 1908 (brevet français du 18 novembre 1907, sous le bénéfice de la convention internationale du 20 mars 1883). *Recueil des brevets d'invention*, 1908, vol. 56, pp. 1919-1920.

Wright (W.) et Wright (O.) 211971. Imp. Perfectionnements aux machines aéronautiques. 13 novembre 1908 (brevet français du 18 novembre 1907, sous le bénéfice de la convention internationale du 20 mars 1883) *Recueil des brevets d'invention*, 1908, vol. 56, p. 1920.

Wright (W.) et Wright (O.) 213823. Inv. Perfectionnements aux machines volantes, invention pour laquelle le breveté déclare avoir déposé aux États-Unis d'Amérique, le 10 février 1908, sous le bénéfice de la convention internationale du 20 mars 1883, une première demande de brevet non encore accordée à la date du 4 février 1909. *Recueil des brevets d'invention*, 1909, vol. 57, p. 224.

Wright (W.) et Wright (O.) 217586. Inv.

Perfectionnements au mécanisme servant à présenter un gouvernail de machine aéronautique sous une forme concave, faisant l'objet d'une première demande de brevet déposée aux États-Unis d'Amérique, le 15 juillet 1908, sous le bénéfice de la convention internationale du 20 mars 1883 et non encore accordée à la date du 8 juillet 1909. *Recueil des brevets d'invention*, 1909, vol. 57, p. 1230.

France

MM. Orville Wright et Wilbur Wright résidant aux États-Unis d'Amérique. Brevet d'invention No 342.188. Perfectionnements aux machines aéronautiques. Demandé le 22 mars 1904. Délivré le 1er juillet 1904. Publié le 1er septembre 1904. [Paris] Office National de la Propriété Industrielle, 1904, 4 pp., +illus.

MM. Wilbur Wright et Orville Wright résidant aux États-Unis d'Amérique. Brevet d'invention No 384.124. Perfectionnements aux machines aéronautiques. Demandé le 18 novembre 1907. Délivré le 27 janvier 1908. Publié le 30 mars 1908. [Paris] Office National de la Propriété Industrielle, 1908, 6 pp., +illus.

MM. Wilbur Wright et Orville Wright résidant aux États-Unis d'Amérique. Brevet d'invention No 384.125. Perfectionnements aux machines aéronautiques. Demandé le 18 novembre 1907. Délivré le 27 janvier 1908. Publié le 30 mars 1908. [Paris] Office National de la Propriété Industrielle, 1908, 4 pp., +illus.

MM. Wilbur Wright et Orville Wright résidant aux États-Unis d'Amérique. Brevet d'invention No 401.905. Perfectionnements aux machines volantes. Demandé le 8 février 1909. Délivré le 14 août 1909. Publié le 21 septembre 1909. [Paris] Office National de la Propriété Industrielle, 1909, 8 pp., +illus.

MM. Wilbur Wright et Orville Wright résidant aux États-Unis d'Amérique. Brevet d'invention No 404.866. Perfectionnements au mécanisme servant à présenter un gouvernail de machine aéronautique sous une forme concave. Demandé le 8 juillet 1909. Délivré le 30 octobre 1909. Publié le 14 décembre 1909. [Paris] Office National de la Propriété Industrielle, 1909, 3 pp., +illus.

Germany

Orville Wright und Wilbur Wright in Dayton, (V. St. A.) Patentschrift. Nr. 173378. Klasse 77h. Gruppe 7.

Mitwagerechtem Kopfruder und senkrechtem Schwanzruder versehener Gleitflieger. Patentierte im Deutschen Reich vom 24. März 1904 ab. Ausgegeben den 16. Juli 1906. Berlin: Kaiserliches Patentamt, 1906, 4 pp., +illus.

Orville Wright und Wilbur Wright in Dayton, V. St. A. Patentschrift Nr. 240181. Klasse 77h. Gruppe 5. Vorrichtung zur Erhaltung eines bestimmten Einfallwinkels der Luftströmung zur Tragfläche von Flugmaschinen. Patentierte im Deutschen Reich vom 7. Februar 1909 ab. Ausgegeben den 28. Oktober 1911. Berlin: Kaiserliches Patentamt, 1911, 7 pp., +illus.

Orville Wright und Wilbur Wright in Dayton, V. St. A. Patentschrift Nr. 240702. Klasse 77h. Gruppe 5. Steuer für Flugmaschinen bei welchem Vorderkante und Hinterkante gegen den Wind in verschiedenem Winkel einstellbar sind. Patentierte im Deutschen Reich vom 15. Juli 1909 ab. Ausgegeben den 15. November 1911. Berlin: Kaiserliches Patentamt, 1911, 3 pp., +illus.

Orville Wright in Dayton, V. St. A. Patentschrift Nr. 259339. Klasse 77h. Gruppe 5. Flugzeug mit verwendbaren durch senkrechte Stützen gelenkig verbundenen Tragflächenrahmen. Patentierte im Deutschen Reich vom 13. November 1908 ab. Ausgegeben den 3. Mai 1913. Berlin: Kaiserliches Patentamt, 1913, 3 pp., +illus.

Orville Wright in Dayton, V. St. A. Patentschrift Nr. 258732. Klasse 77h. Gruppe 5. Steuerung für Flugzeuge mit verwindbaren Tragflächen. Patentierte im Deutschen Reich vom 23. November ab. Ausgegeben den 17. Mai 1913. Berlin: Kaiserliches Patentamt, 1913, 3 pp., +illus.

Orville Wright in Dayton, V. St. A. Patentschrift Nr. 259811. Klasse 77h. Flugzeug mit beiderseits von der Maschinenmitte bezüglich ihres Neigungswinkels gegen den Wind verschieden einstellbaren Tragflächen. Patentierte im Deutschen Reich vom 13. November 1908 ab. Ausgegeben den 14. Mai 1913. Berlin: Kaiserliches Patentamt, 1913, 3 pp., +illus.

Orville Wright in Dayton, V. St. A. Patentschrift Nr. 260050. Klasse 77. Gruppe 5. Flugzeug mit verwindbaren Tragflächen. Zusatz zum Patent 173378. Patentierte im Deutschen Reich vom 13. November 1908 ab. Längsten Dauer: 23. März 1919. Ausgegeben den 17. Mai 1913. Berlin: Kaiserliches Patentamt, 1913, 3 pp., +illus.

Hungary

Wright Wilbur és Wright Orville gyárosok Daytonban. Szabadalmi leírás 44407 szám. Röpülőgép. A bejelentés napja 1908 február hó 22-ike. Megjelent 1909. évi február hó 24-én Budapest: Magy. Kir. Szabadalmi Hivatal, 1909, 5 pp., +illus.

Wright Wilbur és Wright Orville gyárosok Daytonban. Szabadalmi leírás 44408 szám. Röpülőgép. A bejelentés napja 1908 február hó 22-ike. Megjelent 1909. évi február hó 24-én Budapest: Magy. Kir. Szabadalmi Hivatal, 1909, 8 pp., +illus.

Wright Wilbur és Wright Orville gyárosok Daytonban. Szabadalmi leírás 47943 szám. Röpülőgép. A bejelentés napja 1909 február hó 9-ike. Megjelent 1910. évi február hó 12-én Budapest: Magy. Kir. Szabadalmi Hivatal, 1910, 15 pp., +illus.

Italy

Wright Orville e Wright Wilbur a Dayton, Ohio (S. U. d'America). 227/184.81601. "Perfezionamenti nelle macchine aeronautiche," richiesto il 16 marzo 1906, prolungamento per anni 6 della privativa 189/181 de un' anno dal 31 marzo 1904, già prolungato per un anno con l'attestato 204/38. *Bollettino della proprietà intellettuale*, June 30, 1906, vol. 5, p. 635.

Wright Wilbur e Wright Orville, a Dayton, Ohio (S. U. d'America). Perfectionnements aux machines aéronautiques. (Rivendicazione di priorità dal 18 novembre 1907). Registro generale 99047. 14.11.1908. *Bollettino della proprietà intellettuale*, Dec. 15-31, 1909, vol. 8, p. 1277.

Wright Wilbur e Wright Orville, a Dayton, Ohio (S. U. d'America). Perfectionnements aux machines aéronautiques. (Rivendicazione di priorità dal 18 novembre 1907). Registro generale 99048. 14.11.1908. *Bollettino della proprietà intellettuale*, Dec. 15-31, 1909, vol. 8, p. 1277.

Wright Wilbur e Wright Orville, a Dayton, Ohio (S. U. d'America). Perfectionnements aux machines volantes. (Rivendicazione di priorità dal 10 febbraio 1908). Registro generale 100791. 8.2. 1909. *Bollettino della proprietà intellettuale*, Jan. 31, 1910, vol. 9, p. 91.

Wright Wilbur e Wright Orville, a Dayton, Ohio (S. U. d'America). Perfectionnements au mécanisme servant à

présenter un gouvernail de machine aéronautique sous une forme concave (Rivendicazione di priorita dal 15 luglio 1908). Registro generale 103685. 8.7.1909. *Bollettino della proprietà intellettuale*, Mar. 31, 1910, vol. 9, p. 368.

Wright Orville e Wright Wilbur, a Dayton, Ohio (S. U. d'America). Perfezionamenti nelle macchine aeronautiche. Registro generale 124336. 29.3.1912. *Bollettino della proprietà intellettuale*, Oct. 31, 1912, vol. 11, p. 1069.

Russia

[Orville Wright and Wilbur Wright] Opisanié ostovadvojnogo aeroplana. [Description of the framework of a biplane.] K privilegii inostrantsev O. Raita (O. Wright) i U. Raita (W. Wright), v.g. Deitone, v severoamerikanskom shtate, Ogaio, zaiavlennoi 13 marta 1904 goda (okhr, svid. Mo. 23488, Gruppy V. No. 15010, 3 lianvaria, 1909 g. *Svod privilegii vydannykh v Rossii*, 1909, vyp. 1, pp. 59–61.

Spain

Mrs. Wilbur Wright et Orville Wright. 44.332. Patente de invención por veinte años por “perfeccionamientos en máquinas para la aerostación.” Presentada la solicitud en el Registro de este Ministerio en 11 de noviembre de 1908. Recibido el expediente en 12 de idem. Concedida la patente en 27 de idem. *Boletín oficial de la propiedad industrial*, Dec. 16, 1908, vol. 23, p. 1750.

Mrs. Wilbur Wright et Orville Wright. 44.333. Patente de invención por veinte años por “Perfeccionamientos en máquinas para la aerostación.” Presentada la solicitud en el Registro de este Ministerio en 11 de noviembre de 1908. Recibido el expediente en 12 de idem. Concedida la patente en 27 de idem. *Boletín oficial de la propiedad industrial*, Dec. 16, 1908, vol. 23, p. 1750.

Mrs. Orville Wright et Wilbur Wright. 44.860. Patente de invención por veinte años por “Perfeccionamientos en máquinas voladoras.” Presentada la solicitud en el Registro de este Ministerio en 6 de febrero de 1909. Recibido el expediente en 8 de idem. Concedida la patente en 20 de idem. *Boletín oficial de la propiedad industrial*, Mar. 16, 1909, vol. 24, p. 269.

Mrs. Wilbur Wright et Orville Wright. 45.940. Patente de invención por veinte años por “Un mecanismo” perfeccionado que sirve para dar una flexión o forma

arqueada al timón de una máquina voladora ú otra por el estilo.” Presentada la solicitud en el Registro de este Ministerio en 13 de julio de 1909. Recibido el expediente en 14 de idem. Concedida la patente en 7 de agosto de idem. *Boletín oficial de la propiedad industrial*, Sept. 1, 1909, vol. 24, p. 905.

United Kingdom

[Orville Wright and Wilbur Wright] Improvements in Aeronautical Machines. Complete specification. No. 6732. Date claimed for Patent under Patent Act, 1901, being date of first foreign application (in United States), 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.

[Wilbur Wright and Orville 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 France), 18th Nov., 1907. Date of application (in the United Kingdom), 10th Nov., 1908. Accepted 1st Apr., 1909. London: H. Majesty's Stationery Office, 1909, 8 pp., +illus.

[Wilbur Wright and Orville Wright] Improvements in or Connected with Flying Machines. Complete specification. No. 24,077. Date claimed for patent under Patents and Designs Act, 1907, being date of first foreign application (in France), 18th Nov., 1907. Date of application (in the United Kingdom), 10th Nov., 1908. Accepted, 18th Feb., 1909. London: H. Majesty's Stationery Office, 1909, 5 pp., +illus.

[Orville Wright and Wilbur Wright] Improvements in or Connected with Flying Machines. Complete specification. No. 2913. Date claimed for Patent under Patents and Designs Act, 1907, being date of first foreign application (in the United States), 10th Feb., 1908. Date of application (in the United Kingdom), 6th Feb., 1909. Accepted, 9th Sept., 1909. London: H. Majesty's Stationery Office, 1909, 13 pp., +illus.

[Orville Wright and Wilbur Wright] Improvements in Mechanism for Actuating the Rudders or Controlling Planes of Aeronautical Machines. Complete specification. No. 16,068. Date claimed for patent under Patents and Designs Act, 1907, being date of first foreign application (in the United States), 15th July, 1908. Date of application (in the United Kingdom), 9th July, 1909. London: H. Majesty's Stationery Office, 1909, 4 pp.

Court Records

The Wright Company Vs. The Herring-Curtiss Company and Glenn H. Curtiss

Brief for Complainant and Abstract of Evidence on Motion for Preliminary Injunction. United States Circuit Court, Western District of New York. Springfield, Ohio: The Young & Bennett Co., [1909], 163 pp.

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.

Opinion by John R. Hazel, District Judge. Circuit Court of the United States, Western District of New York. New York: C. G. Burgoyne, [1910], 7 pp.

Published also in *Federal Reporter*, May-June 1910, vol. 177, pp. 257-261.

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.

Includes affidavits of Wilbur Wright given at Dayton, Ohio, September 18, 1909, pp. 13-40, December 11, 1909, pp. 252-253, at New York, March 12, 1910 pp. 431-434, at Buffalo, March 19, 1910, pp. 462-471; of Orville Wright at Dayton, Ohio, December 11, 1909, pp. 251-252; and of Wilbur and Orville Wright at New York, November 27, 1909, pp. 203-250, at Dayton, Ohio, December 11, 1909, pp. 261-271, and March 7, 1910, pp. 421-431.

Also includes corroborating Wright testimony, defendant's affidavits as well as photographs, exhibits, and numerous other documents introduced into the record.

Brief for Defendants-Appellants, United States Circuit Court of Appeals for the Second Circuit. New York: C. G. Burgoyne, [1910], 53 pp.

Mr. Bull's Brief for Defendants-Appellants, United States Circuit Court of Appeals for the Second Circuit. New York: C. G. Burgoyne, [1910], 17 pp.

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: The Young & Bennett Co., [1910], 189 pp.

Submitted May 1910.

Brief [of Mr. Wetmore] for Complainant-Appellee. United States Circuit Court of Appeals for the Second Circuit. [New York: 1910], 7 pp.

[Opinion of Lacombe, Coxe, and Noyes, Circuit Judges, June 14, 1910]. In *Federal Reporter*, Sept.-Oct., 1910, vol. 180, pp. 110-111.

Reverses earlier order for a preliminary injunction.

Defendant's Record. United States District Court, for the Western District of New York. New York: Appeal Printing Company, [1912], 2 vols, [1142 pp.]

Includes deposition of Wilbur Wright, New York, September 13-14, 16, 1911, vol. 1, pp. 78-125, and other pertinent Wright articles, correspondence, and documents including the file wrapper and contents of the original Wright patent issued May 22, 1906.

Complainant's Record. United States District Court, Western District of New York. [Dayton, Ohio: 1912], 820 pp.

Includes extensive "First Rebuttal Deposition of Wilbur Wright," Dayton, Ohio, February 15-23, 1912, pp. 473-614 (abstracted in *Aeroplane*, June 21-28, 1916, vol. 10, pp. 990, 992, 1034 and in *Aeronautical Journal*, July-Sept. 1916, vol. 20, pp. 115-124) and a "Second Rebuttal Deposition," February 26-March 2, 1912, pp. 615-690 and also, in part, the testimony of Wilbur Wright as originally given in the Charles H. Lamson Vs. The Wright Company suit, March 30, and April 3, 1912, pp. 780-808.

Also includes extensive testimony by William J. Hammer and James W. See and by other witnesses with introduction of Wright correspondence, records, and documents into the record.

Complainant's Record-Appendix. Exhibits Reproduced. United States District Court, Western District of New York. [Dayton, Ohio: 1912], 151 pp., +illus.

Includes reproduction of original Wright patent, photographs of the Curtiss, Willard, and Wright aeroplanes, text of Wright-Burgess and Wright Aeronautic Company licenses, St. Louis aviation 1910 and 1911 meet licenses, and extensive reference to Albert F. Zahm's patent application no. 550,606, filed March 21, 1910, and to that of Glenn H. Curtiss, no. 586,425, filed June 23, 1910.

Brief and Digest of the Evidence for Complainant on Final Hearing. United States District Court, Western District of New York. Springfield, Ohio: The Young & Bennett Co., [1912], 221 pp.

Submitted October 1912.

Closing Arguments of Frederick P. Fish and Edmund Wetmore. United States District Court, Western District of New York. Boston: L. H. Lane, [1912], 55 pp.

Arguments for the complainant before Judge Hazel, November 19, 1912.

[Opinion of John R. Hazel, District Judge, February 21, 1913]. In *Federal Reporter*, June-July 1913, vol. 204, pp. 597-614.

[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.

Brief for Complainant-Appellee. United States Circuit Court of Appeals for the Second District. Springfield, Ohio: The Young & Bennett Co., [1913], 147 pp., and appendix, IX pp.

Brief for Appellants. United States Circuit Court of Appeals, for the Second District. New York: Appeal Printing Company, [1913], 205 pp.

Supplemental Brief on the Question of Infringement. United States Circuit Court of Appeals for the Second Circuit. New York: C. G. Burgoyne, [1913], 26 pp.

Complainant's Reply Brief on Question of Infringement. United States Circuit Court of Appeals for the Second Circuit. Boston: L. H. Lane, [1913], 24 pp.

[Opinion of Lacombe, Coxe, and Ward, Circuit Judges, January 13, 1914.] In *Federal Reporter*, Apr.-May 1914, vol. 211, pp. 654-655.

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 Glenn H. Curtiss. [Buffalo, New York: January 11, 1915], 20 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

Brief for Wright & Wright. In the United States Patent Office. Consolidated Interference No. 32,042 Flying

Machines. Springfield, Ohio: The Young & Bennett Printers, [1912], 10 pp.

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

Brief for Complainant on Motion for Injunction. In the United States Circuit Court, Southern District of New York. [Springfield, Ohio: 1910], 46 pp.

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.

Opinion of Judge Hand Granting Preliminary Injunction in Favor of the Wright Company, Complainants, against Louis Paulhan, Defendant. Circuit Court of the United States, Southern District of New York. [New York: 1910], 15 pp.

Published also in *Federal Reporter*, May-June 1910, vol. 177, pp. 261-271 and, together with Judge

**The Wright Company Vs.
Claude Grahame-White**

Hazel's opinion of January 4, 1910, in the Wright Company Vs. Herring-Curtiss Company suit, New York: C. C. Burgoyne, 1910, 16 pp.

Decision rendered February 17, 1910, affirming earlier decision of Judge Hazel, January 4, 1910.

Brief for Defendant-Appellant. United States Circuit Court of Appeals for the Second Circuit. [New York: The Evening Post Job Printing Office, 1910], 54 pp.

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.

Submitted May 1910. Quotes from testimony of Wilbur Wright, pp. 3, 21-22, 26-29, 32-34, 40-41, and that of Orville Wright, pp. 36-37.

Transcript of Record. Appeal to the Circuit Court of the United States for the Southern District of New York. [New York: 1910], 427 pp.

Includes affidavits of Wilbur Wright, January 6, 1910, pp. 21-24, January 22, pp. 25-27, February 5, pp. 256-292, March 15, pp. 360-370, March 16, pp. 391-395, and March 23, pp. 396-398, and that of Orville Wright, January 5, pp. 17-20.

[Opinion of Lacombe, Ward, and Hayes, Circuit Court Judges, June 14, 1910.] In *Federal Reporter*, Sept.-Oct. 1910, vol. 180, p. 112.

Reverses earlier order for a preliminary injunction.

Defendant's Record. In Equity, No. 6611. The United States District Court, Southern District of Ohio, Western Division. Springfield, Ohio: The Young & Bennett Co., Printers [1913], 153 pp.

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.

Bill of Complaint. In Equity on Letters Patent no. 821,393. In the United States Circuit Court, Southern District of New York. [New York: 1910], 10 pp. [typescript]

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.

Answer. In Equity on Letters Patent no. 821,393. In the United States Circuit Court, Southern District of New York. [New York: 1911], 11 pp. [typescript]

Filed February 6, 1911.

Testimony on Behalf of Complainant. In Equity on Letters Patent no. 821,393. In the United States Circuit Court, Southern District of New York. [New York: 1911], 69 pp. [typescript]

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.

Brief for Complainant on Final Hearing. In the United States Circuit Court, Southern District of New York. [New York: 1911], 32 pp.

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**

Wright Co. Vs. Aero Corporation, Limited. *New York Supplement*, April 10-May 22, 1911, vol. 128, pp. 726-727.

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.

Case on Appeal. Supreme Court, Appellate Division—First Department. [New York]: Press of Fremont Payne, [1912], 163 pp.

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.

Appellant's Points. Supreme Court. Appellate Division—First Department. [New York]: Press of Fremont Payne, [1912], 36 pp.

Appellant's Points in Reply. Supreme Court, Appellate Division—First Department. [New York]: Press of Fremont Payne, [1912], 10 pp.

The motion was denied and this judgment later was affirmed with costs.

Regina Cleary Montgomery, et al. Vs.

The United States

Evidence for Defendant. Court of Claims of the United States, No. 33,852. [Washington, D.C.: Government Printing Office, 1923], pp. 607-858.

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.

Exhibit Book. Defendant's Wright Exhibits. [Exhibits Nos. 1-40.] Court of Claims, no. 33,852. [Washington, D.C.: 1920-21, 140 pp.], +illus.

Includes photographs of the Wright kite 1899, the 1901 and 1902 gliders, and the 1903 and 1904 aeroplanes, facsimiles of Octave Chanute and G. A. Spratt and Spratt-Wright correspondence, 1899-1907, and other data relating to their early experiments.

In the Court of Claims of the United States. No. 33852. *Defendant's Brief*. Washington, D.C.: Government Printing Office, 1926, pp. xvi, 1067-1621.

Includes "work of Wright brothers in accomplishing" flight, pp. 1170-1193, "Wright's use of curved wings," pp. 1284-1324, "two-rudder control used by Wrights in 1902," pp. 1463-1469, and "plaintiffs' argument in the Wright patent," pp. 1538-1546.

Regina Cleary Montgomery, et al. Vs.

Wright-Martin Aircraft Corporation

[Deposition and Cross Examination of Orville Wright on Behalf of Defendant. Dayton, Ohio: January 13, 1920, 78 pp.] [typescript]

Deposition submitted in suit filed contemporaneously with that above in the Court of Claims. Depositions were taken jointly in the two cases and these are identical with those cited in the preceding case. On plaintiffs' motion of June 6, 1921, the suit was dismissed by Judge Learned Hand, June 25, 1921.

[Deposition and Cross Examination of Orville Wright in Behalf of Defendant. Dayton, Ohio: February 2, 1921, 34 pp.] [typescript]

Identical testimony to that presented in the case of Regina Cleary Montgomery, et al. Vs. The United States above.

[Deposition and Cross Examination of Charles Edward Taylor. Dayton, Ohio: February 2, 1921, 11 pp.] [typescript]

Testimony about Taylor's activities as Wright mechanic, 1901-1905.

**Wright Aeronautical Corporation Vs.
Handley Page, Limited,
Aircraft Disposal Company, Limited,
and William H. Workman**

Brief for Plaintiff on Motion for Preliminary Injunction. In Equity No. 19-16. On Wright Patent No. 821,393. United States District Court, Southern District of New York. New York: The Evening Post Job Printing Office, [1920], 40 pp.

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**

George Francis Myers Vs. The United States. In the Court of Claims of the United States No. C-700 (Decided December 5, 1938). [Washington, D.C.: Government Printing Office, 1938], 35 pp., +illus.

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, 1905, 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]
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and Patent Suits**

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Ferber, Louis F. Que valent des brevets Wright? *L'Aérophile*, July 1, 1908, vol. 16, pp. 252-253.

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Les brevets des frères Wright. *L'Aéro-Mecanique*, Oct. 10, 1908, vol. 1, no. 3, pp. 1-2, Nov. 10, no. 4, pp. 2-3, +illus.

Résumé of Wright Belgian patents.

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Abstract of British patent granted March 4, 1909.
- Wright Brothers' New British Patent. *Aeronautics*, New York, Apr. 1909, vol. 4, pp. 141-142, +illus.
Based on specifications of British patent no. 24076 applied for November 10, 1908, and granted March 4, 1909.
- Il nuovo brevetto dei fratelli Wright. *Bollettino della Societa Aeronautica Italiana*, vol. 6, no. 5, 1909, pp. 182-183, +illus.
- Wrights' British Patents. *Flight*, May 1, 1909, vol. 1, pp. 249-250, +illus.
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Summary of principal patent suits and issues.

Worrel, Rodney K. Wright Brothers' Pioneer Patent. *American Bar Association Journal*, Oct. 1979, vol. 65, pp. 1512–1518.

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.

Trial of the Wright Brothers for Procurement Fraud: Tuesday, August 8, 1995, Chicago, Illinois. Chicago, Illinois: American Bar Association, 1995, 1 volume (various pagings).

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

Wright a fini! *La Revue de l'aviation*, Oct. 1908, vol. 3, no. 23, 1 p. supplement following p. 6.

Reports that Wilbur Wright has completed tests of the Wright aeroplane and fulfilled conditions of the contract signed with Lazare Weiller for the formation of a French Wright company to be known as La Compagnie Générale de Navigation Aérienne.

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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.
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Brief note on formation of the "Aeroplane Exhibition Co.," exclusive licensee under the Wright brothers' patents, with Roy Knabenshue as manager.
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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.

Original Langley Machine Flies. *Aeronautics*, New York, May 30, 1914, vol. 14, pp. 148–150, +illus.

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.

Curtiss to Test Original Langley Plane. *Aero and Hydro*, May 30, 1914, vol. 8, pp. 105–106.

Note on preparations for test flights over Lake Keuka, Hammondsport, New York

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- Zahm, Albert F. Testing the Langley Aerodrome, By Our Staff Correspondent at Hammondsport [Albert F. Zahm]. *Scientific American*, June 6, 1914, vol. 110, pp. 462–463.
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Brief note on flight of May 28 to which is added an abbreviated history of Langley’s studies and experiments supplied by Glenn H. Curtiss.
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- The Irony of “Langley’s Folly.” *World’s Work*, July 1914, vol. 28, p. 254.
Editorial comment on flight of Langley machine May 28.
- Mr. Brewer Criticizes Langley. *Scientific American*, July 4, 1914, vol. 111, p. 2.
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- Dienstbach, Carl. Did Prof. S. P. Langley Invent the First Practical Flying Machine? *Scientific American*, July 25, 1914, vol. 111, pp. 59, 65–66.
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- The Wisdom of Langley’s Folly. *Hearst’s Magazine*, Aug. 1914, vol. 26, no. 2, p. 277.
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- Zahm, Albert F. Further Flights with Langley’s Aeroplane, By Our Staff Correspondent at Hammondsport [Albert F. Zahm]. *Scientific American*, Oct. 10, 1914, vol. 111, p. 307, +illus.
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Zahm, Albert F. Affidavit of Dr. Albert F. Zahm. In *The Wright Company, Against the Curtiss Aeroplane Company*. United States District Court, Western District of New York. [Hammondsport, New York: Jan. 11, 1915], 13 pp. and 11 photos. [typescript]

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Status of Kitty Hawk Monument, N.C. In U.S. Congress. House. Committee on Appropriations. *War Department Appropriations Bill for 1930. Hearings ... November 15, 1928.* Washington, D.C.: Government Printing Office, 1928, pt. 2, pp. 53-54.

Twenty-Fifth Anniversary of the First Airplane Flight. *Proceedings at the Exercises Held at Kitty Hawk, N.C., on December 17, 1928, in Commemoration of the Twenty-Fifth Anniversary of the First Flight of an Airplane Made by Wilbur and Orville Wright.* Washington, D.C.: Government Printing Office, 1929, 29 pp. (70th Congress, 2d Session. House. Document no. 520).

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.

Neely, Frederick R. N. A. A. Marks Site of the First Airplane Flight with Impressive Ceremonies at Kitty Hawk. *Aeronautics Review*, Jan. 1929, vol. 7, no. 1, pp. 4-7, +illus.

Account of unveiling of bronze tablet and boulder erected by the National Aeronautic 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.

Monument on Kill Devil Hill, Kitty Hawk, N.C. In U.S. Congress. House. *Committee on Appropriations War Department Appropriations Bill for 1931. Hearings ... November 18, 1929.* Washington, D.C.: Government Printing Office, 1929, pt. 2, pp. 69–71.

Reynolds, Carolyn L. Kill Devil Will Do No More Wandering Now That It Is Firmly Anchored with Grass—Shrubs, Grass, and Vegetables Now Growing on Sandy Desert. *Congressional Record*, Jan. 8, 1930, vol. 72, pp. 1256–1258.

Reprinted from the Raleigh, N. C., *News and Observer*, August 18, 1929.

Introduced into the record by Mr. Warren. Account of the work of the United States Army Quartermaster Corps in “anchoring” Kill Devil Hill.

Wright Memorial Competition. *Pencil Points*, Apr. 1930, vol. 11, pp. 304–306, +illus.

Winning design sketches by architects Robert Pliny Rodgers and Alfred Eastin Poor.

U.S. Bureau of the Budget, *Monument on Kill Devil Hill, N.C.* Communication from the President of the United States Transmitting Supplemental Estimates of Appropriation for the War Department for the Fiscal Year 1930, to Remain Available until June 30, 1932, Amounting to \$225,000 for Monument on Kill Devil Hill, Kitty Hawk, N.C., April 25, 1930. U.S. Bureau of the Budget Monument on Kill Devil Hill, N.C. Washington, D.C.: Government Printing Office, 1930, 2 pp. (71st Congress, 2d Session. House. Document no. 369).

Wright, Hamilton M. Chaining a Mountain of Sand. *Popular Mechanics*, July 1930, vol. 54, pp. 99–100, +illus.

Account of the work of the United States Army Quartermaster Corps in their efforts to stabilize sand so as to provide a permanent base for the monument.

Monument on Kill Devil Hill, Kitty Hawk, N.C. In U.S. Congress. House. *Committee on Appropriations War Department Appropriations Bill for 1932. Hearings ... November 17, 1930.* Washington, D.C.: Government Printing Office, 1930, pt. 2, pp. 83–84.

The Government’s Memorial to the Wright Brothers. *U.S. Air Services*, Dec. 1930, vol. 15, no. 12, p. 42.

Government Memorial for Aviation’s Birthplace. *Southern Aviation*, Aug. 1931, vol. 2, no. 12, p. 6, +illus.

Sharp, Edward R. A Nation’s Tribute to the Wrights. *National Aeronautics Magazine*, July 1932, vol. 10, no. 7, pp. 14–17.

Summarizes progress made to date on monument.

Wright Memorial to Be Dedicated This Month. *U.S. Air Services*, Nov. 1932, vol. 17, no. 11, p. 25.

A Fitting Memorial to the Pioneers of Flight. *Air Corps News Letter*, Nov. 30, 1932, vol. 16, pp. 458–459.

Slightly abridged with title, “The Monument at Kitty Hawk,” *Popular Aviation*, Feb. 1933, vol. 12, no. 2, pp. 99–100, 133, +illus.

Account of dedication exercises held November 19, 1932.

Wright Memorial Dedicated. *U.S. Air Services*, Dec. 1932, vol. 17, no. 12, pp. 20–21, +illus.

Account of dedication exercises attended by Orville Wright.

The Granite Wing at Kitty Hawk. *U.S. Naval Institute Proceedings*, Jan. 1933, vol. 59, pp. 140–141.

Reprinted from *New York Herald Tribune*, November 20, 1932.

Fitzgerald, Francis V. Shifting Sands. How the Wright Memorial Was Built. *Quartermaster Review*, Jan.–Feb. 1933, vol. 12, pp. 45–48, +illus.

Graves, Louis. The Wright Memorial and Its Interesting Custodian. *U.S. Air Services*, June 1933, vol. 18, no. 6, p. 31.

Reprinted from *Chapel Hill Weekly*.

Saunders, W. O., ed. *A Souvenir Handbook of the Wright Memorial*. Elizabeth City, N.C.: The Independent, 1935, 29 pp., +illus.

A descriptive brochure including the act of Congress creating the monument and special contributions on “The Granite Man’s Job” by John P. Frank, “Orville Wright’s Own Story,” and the author’s “America’s First Airplane Casualty” [John T. Daniels], reprinted from *Collier’s*, September 17, 1927.

———. *Two Historic Shrines. The Wright Memorial and Fort Raleigh on Roanoke Island*. Elizabeth City, N.C.: W. O. Saunders, 1937, 30 pp.

“The Wright Memorial,” pp. 5–25.

World’s First Airport Deserves a Landing Field. *U.S. Air Services*, Dec. 1937, vol. 22, no. 12, pp. 7–8.

Plea for establishment of an airport near the Kitty Hawk monument.

Doors of Wright Memorial, Kill Devil Hill, N.C. From a Photograph by F. S. Lincoln 1922. *Technology Review*, Jan. 1939, vol. 41, cover.

U.S. Dept. of the Interior. *Kill Devil Hill National Memorial*. [New York]: Polygraphic Company of America, Apr. 1942, 6 pp., +illus.

Reprinted Washington, D.C.: Government Printing Office, 1948 and 1949.

Descriptive leaflet issued by the National Park Service which administers the Memorial.

Saunders, Keith. The Wright Memorial Museum. *National Aeronautics and Flight Plan*, Feb. 1953, vol. 32, p. 1.

Announcement of plans for the establishment of a memorial museum at Kill Devil Hill.

Brown, Aycock, and Whitener, Ralph V. Where It All Began. *Air Force*, Nov. 1953, vol. 36, pp. 47, 63.

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.

Fifty Years of Flight. *Travel*, Nov. 1953, vol. 100, pp. 17-19, +illus.

Deals with the Wright Brothers National Memorial at Kitty Hawk, N.C., and the annual commemorative ceremonies held there.

Restoring Wright Brothers' Camp of 1903. *Journal of the Society of Architectural Historians*, Oct. 1954, vol. 13, pp. 28-29, +illus.

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.

And Kitty Hawk It will Remain. *U.S. Air Services*, Jan. 1955, vol. 40, p. 6.

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.

U.S. Congress. House. Committee on Interior and Insular Affairs. *Revising Boundaries of Wright Brothers National Memorial, North Carolina. Report [To Accompany H. R. 5488]. April 16, 1959*. Washington, D.C.: Government Printing Office, 1959, 3 pp. (86th Congress, 1st Session. House. Report No. 274).

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.

U.S. Congress. Senate. Committee on Interior and Insular Affairs. *Revising the Boundaries of Wright Brothers National Memorial, North Carolina. Report [To Accompany H. R. 5488]. June 9, 1959*. Washington, D.C.: Government Printing Office, 1959, 3 pp. (86th Congress, 1st Session. Senate. Report No. 377).

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).

East, Omega G. *Wright Brothers National Memorial*. Washington, D.C.: Government Printing Office, 1961, 64 pp. (National Park Service. Historical Handbook Series. No. 34)

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.

**Wright Brothers Home and Shop,
Greenfield Village,
Dearborn, Michigan**

Ford Purchases Wright Building. *The Air Line Pilot*, July 1936, vol. 5, no. 8, p. 7.

Announcement of the purchase of the building for the purpose of restoring it as a memorial to the Wrights.

Living Memorial to Faith, Industry, and Foresight of Wright Brothers Assured by Purchase. *Chirp*, Aug. 1936, no. 17, pp. 4-5, +illus.

Bauer, Charles J. Birthplace of the Airplane. *Popular Aviation*, Dec. 1936, vol. 19, no. 6, pp. 17-18, 64-65, +illus.

Written on occasion of removal of Wright bicycle shop to Dearborn, Michigan, for restoration.

A Celebration in Honor of Wilbur and Orville Wright. Dearborn, Michigan: The Edison Institute, 1938, [13 pp.], +illus.

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.

Kresin, William. Wright Home and Workshop Dedicated. *Herald* [publication of the Edison Institute], Apr. 29, 1938, vol. 5, no. 7, pp. 1, 3, 11, +illus.

Full account of dedication exercises.

Ford Dedicates Wright Shrine. *U.S. Air Services*, May 1938, vol. 23, no. 5, pp. 8-9.

Editorial note on dedication.

The Wright Dedication. *Chirp*, Aug. 1, 1938, no. 22, pp. 1-4.

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.

Pennington, John. The Wright Bicycle Shop. *Herald* [publication of the Edison Institute], July 18, 1941, vol. 8, no. 12, pp. 1, 3, 12-15, +illus.

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.

Have You Visited "Wright Brothers Hill"? *NCR* [National Cash Register] *Factory News*, Aug.-Sept. 1940, pp. 1-6, +illus.

Special issue giving pictorial account of dedication ceremonies.

Wright Hill Dedicated at Dayton. *U.S. Air Services*, Sept. 1940, vol. 25, no. 9, pp. 10-11, +illus.

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.

Dedication of the Wright Brothers Monument. *Air Corps News Letter*, Sept. 1, 1940, vol. 23, no. 17, p. 7.

Brief note on dedication ceremonies.

Dedication of Wilbur and Orville Wright Memorial at Dayton, Ohio. Extension of Remarks of Hon. Harry N. Routzohn of Ohio ... September 5, 1940. *Congressional Record*, Sept. 5, 1940, vol. 86, appendix pp. A5468-A5469.

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.

Wilbur Wright Memorial (Indiana)

Harvey, Ralph. Harvey Names Wright Memorial Backers. *Congressional Record*, May 25, 1953, vol. 99, appendix pp. A2888–A2889.

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.

———. Wilbur Wright. *Congressional Record*, May 25, 1953, vol. 99, pp. 5526–5527.

Fiftieth anniversary tribute to Wilbur. Reports formation of a Wilbur Wright Memorial Commission for the purpose of establishing a memorial to Wilbur in Indiana.

Indiana. General Assembly. House. Joint Resolution Designating the Wilbur Wright Birthplace as a State Memorial. In Indiana. General Assembly. House *Journal*, 1953 Session, Indianapolis, 1953, pp. 300–301. (88th Session. Joint Resolution 15).

Introduced by Rep. Clem Conway, February 3, 1953, passed House February 11, and Senate February 28, and approved by Gov. George M. Craig March 9.

Wilbur Wright Memorial Lecture

(Royal Aeronautical Society, London)

Wilbur Wright Memorial. *Aeronautic Journal*, July 1912, vol. 16, no. 63, p. 146.

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.”

Wilbur Wright Memorial Lecture. *Flight*, May 24, 1913, vol. 5, p. 556.

Editorial comment on establishment of lecture series.

Ruck, R. M. Introductory Statement Made at First Wilbur Wright Memorial Lecture. *Aeronautical Journal*, July 1913, vol. 17, p. 170.

Brief statement on purpose of lecture series.

The Wilbur Wright Memorial Fund. *Journal of the Royal Aeronautical Society*, Aug. 1925, vol. 29, pp. 335–337.

Published also in *U.S. Air Services*, Dec. 1925, vol. 10, no. 12, p. 34.

Reports progress of the fund and of the lectures up to June 30, 1925.

Pritchard, J. Laurence. In Memory of Wilbur Wright. *Airways and Airports*, June 1934, vol. 11, pp. 92–93.

Brief note on significance of Wilbur Wright Memorial Lecture.

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.

A Communication to the Aero Club [Signed Committee on Memorial to Wilbur Wright]. *Fly Magazine*, July 1912, vol. 4, no. 9, p. 19.

Letter dated June 7, 1912, recommending that the Aero Club of Pennsylvania take steps to create a Wilbur Wright Chair of Aerodynamics.

USS *Wright*

(Navy ships)

U.S.S. Wright—Our First Balloon-and-Airplane Carrier. *Scientific American*, Apr. 1922, vol. 126, p. 267, +illus.

Description of ship named in honor of Wilbur Wright and commissioned December 1921.

(USS *Wright* aircraft tender] Francis E. McMurtrie, editor. *Janes' Fighting Ships 1939*, London: Sampson Low Marston, 1939, p. 511.

Also in previous editions since 1921 and subsequent editions to 1940.

Carrier *Wright* Launched. *New York Times*, Sept. 2, 1945, sec. I, p. 26, col. 2.

Brief note on launching, September 1, of the carrier *Wright* named for Wilbur Wright and sponsored by

his niece, Mrs. Harold S. Miller. The carrier was commissioned February 9, 1947.

Turnbull, Archibald, and Lord, Clifford L. U.S.S. *Wright*. In their *History of United States Naval Aviation*, New Haven: Yale University Press, 1949, pp. 152, 230, 261.

Brief references to ship.

[USS *Wright* aircraft carrier/command ship] *Jane's Fighting Ships 1961-62*. London: Jane's Fighting Ships Publishing Co. Ltd., 1962, p. 310.

Also in previous editions since 1945 and subsequent editions to 1968.

Wilbur Wright

(flying boat)

Miss Wright Christens Our Boat. *Wright Engine Builder*, Oct. 1922, vol. 2, no. 4, p. 8, +illus.

Account of christening September 26 by Katharine Wright of the Wright Aeronautical Corporation flying boat *Wilbur Wright*.

Wright Brothers' Medal

(Society of Automotive Engineers)

Wright Brothers' Medal. *Journal of the Royal Aeronautical Society*, Aug. 1924, vol. 28, p. 503.

Announces forthcoming inauguration of an annual medal award by the Dayton Section, Society of Automotive Engineers, to commemorate the pioneer aeronautical achievements of the Wright brothers (actually delayed until 1928).

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."

Society of Automotive Engineers. *The Wright Brothers Medal*, [New York: 1945], 10 pp.

Brochure giving history of the medal awards, rules for award of medal, and list of recipients, 1928-1944. Earlier editions were published in 1930 and 1932.

Wright Field

(Dayton, Ohio)

World's Greatest Air Post Christened "Wright Field." *Slipstream*, Sept. 1925, vol. 6, no. 9, p. 8.

Announces adoption of name by headquarters of the U.S. Army Air Service.

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.

Dedication of Wright Field. *U.S. Air Services*, Nov. 1927, vol. 12, no. 11, pp. 32-33, +illus.

Report on dedication ceremonies.

Jacobs, A. M. The Dedication of Wright Field. *Air Corps News Letter*, Nov. 10, 1927, vol. 11, pp. 314-316.

Includes address of Secretary of War F. Trubee Davison, delivered at dedication.

The Story of Wright Field. In *The Materiel Center and You; a Handbook for Your Guidance*. Wright Field, Dayton, Ohio: 1943, pp. 18-21, +illus.

Brief history.

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)

The Wright Brothers Wind Tunnel. *Technology Review*, June 1938, vol. 40, p. 362, +illus.

Note on new wind tunnel under construction.

Lewis, George W. The Value of the Wind Tunnel in Aeronautical Research and Design. *U.S. Air Services*, Oct. 1938, vol. 23, no. 10, pp. 25-27.

Published also with illustrations of the wind tunnel with title, "Why Wind Tunnels," *Technology Review*, Nov. 1938, vol. 41, pp. 24-25, 50-54.

Address delivered on September 12 at the dedication of the Wright Brothers Memorial Wind Tunnel at the Massachusetts Institute of Technology.

Wright Brothers High Pressure Wind Tunnel. *Aero Digest*, Oct. 1938, vol. 33, no. 4, p. 63.

Wright Brothers Wind Tunnel. *Aero Equipment Review*, Nov. 1938, vol. 5, no. 2, p. 4, +illus.

Pan American Aviation Day

(December 17)

U.S. Congress. House. *Joint Resolution Authorizing the Participation of the United States in the Celebration of a Pan American Aviation Day, to be Observed on December 17, of Each Year, the Anniversary of the First Successful Flight of a Heavier-than-Air Machine*. Washington, D.C.: Government Printing Office, [1940], 2 pp. (76th Congress, 3d Session. House. J. Res. 595).

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.

U.S. Congress. Senate. *Joint Resolution Authorizing the Participation of the United States in the Celebration of a Pan American Aviation Day, to be Observed on December 17 of Each Year, the Anniversary of the First Successful Flight of a Heavier-than-Air Machine*. Washington, D.C.: Government Printing Office, [1940], 2 pp. (76th Congress, 3d Session. Senate. J. Res. 295).

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.

U.S. Congress. House. *Joint Resolution Authorizing the Annual Issue of a Series of Air Mail Stamps on Pan-American Aviation Day*. Washington, D.C.: Government Printing Office, [1939], 2 pp. (76th Congress, 3rd Session. House. J. Res. 615).

Introduced October 14, 1940, by Mr. J. Hardin Peterson of Florida; referred to the Committee on Post Office and Post Roads.

Closer Relationships Stressed in Addresses on the Occasion of Pan American Aviation Day. Extension of Remarks of Hon. Jennings Randolph. *Congressional Record*, Dec. 18, 1940, vol. 86, appendix pp. A6905-A6906.

Includes addresses by Dr. L. S. Rowe and Thomas Burke delivered December 17.

Borges, Ivo. Protesto. *Asas*, Jan. 1941, vol. 10, p. 1.

Author protests the naming of December 17 as Pan American Aviation Day.

Celebration of Pan American Aviation Day. Extension of Remarks of Hon. J. Sparkman. *Congressional Record*, Jan. 2, 1941, vol. 86, pp. 7039-7040.

Account of programs held December 17.

Pan American Aviation Day. In *United States Statutes at Large*, 1937-1941, vol. 54, pt. 2, pp. 2765-2766.

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.

Suggestions for Pan American Activities in Observance of Pan American Aviation Day, December 17 in Chicago Public Schools. Chicago: Bureau of Curriculum, Board of Education, 1944, 28 pp.

Aviation Day and National Aviation Day

(August 19)

Aviation Day. Extension of Remarks of Hon. Robert R. Reynolds of North Carolina. *Congressional Record*, Jan. 28, 1939, vol. 84, appendix pp. A314-A315.

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.

Aviation Day in America. Extension of Remarks of Hon. Jennings Randolph. *Congressional Record*, Feb. 28, 1939, vol. 84, appendix pp. A750–A751.

Statement of J. E. Myers favoring the designation of Orville Wright's birthday as an annual aviation day.

U.S. Congress. Senate. *Joint Resolution Designating August 19 of Each Year as National Aviation Day*. [Washington, D.C.: Government Printing Office, 1939], 1 p. (76th Congress, 1st Session. Senate. J. Res. 111).

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.

National Aviation Day. In *United States Statutes at Large*, 1939, vol. 53, pt. 3, p. 2548.

Published also in *Code of Federal Regulations of the United States ... 1939 Supplement*, Washington, D.C.: Government Printing Office, 1940, pp. 36–37.

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.

U.S. Congress. Senate. *Joint Resolution Authorizing the Issuance of an Air Mail National Aviation Day Stamp*. [Washington, D.C.: Government Printing Office, 1940], 1 p. (76th Congress, 3rd Session. Senate. J. Res. 265).

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.

First Skyways Dedicated across Nation. "Wrightway" Gains Fame. *Aviation News Beacon*, Apr. 22, 1948, vol. 3, no. 17, p. 1.

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."

Victory, John F. Wright Brothers Memorial Award. *Pegasus*, Dec. 1949, vol. 14, no. 6, pp. 12–13, +illus.

Wright Memorial Trophy Facts. *National Aeronautics*, Jan. 1963, vol. 42, p. 13.

Lists recipients, 1948–1962.

Wright Brothers Airmail Commemorative Stamp

(1949)

Wright Brothers Air Mail Stamp to Be Placed on First-Day Sale at Kitty Hawk, N.C., Dec. 17. *Stamps*, Nov. 5, 1949, vol. 69, p. 225, +illus.

Brief description of stamp.

Ellis, F. Some Notes on the Wright Brothers and Stamps Honoring Their Aeroplane. *Stamps*, Dec. 10, 1949, vol. 69, pp. 454–455, +illus.

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.

Glass, Sol. Wright Brothers Airmail Commemorative Stamp, 6¢ Red—Issued December 17, 1949. *Bureau Specialist*, Aug. 1950, vol. 2, p. 181, +illus.

Gives technical details.

Wilbur and Orville Wright Laboratory of Physics

(Oberlin College)

Wilbur and Orville Wright Laboratory of Physics Oberlin. *College Bulletin*, July 1950, vol. 48, no. 7, pp. 1–40.

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)

U.S. Congress. House. *A Bill to Provide for the Issuance of a Special Air-Mail Postage Stamp in Commemoration of the Fiftieth Anniversary of the Wright Brothers' Flight at Kitty Hawk, North Carolina*. Washington, D.C.: [Government Printing Office, 1953], 2 pp. (83rd Congress, 1st Session. H. R. 4217).

Introduced March 25, by Mr. Peter F. Mack of Illinois; referred to the Committee on Post Office and Civil Service.

Official Post Office Department Notice Concerning New 6¢ Air Mail Stamp. *Airpost Journal*, Apr. 1953, vol. 24, no. 7, p. 220 and cover.

Details on stamp commemorating the 50th anniversary of powered flight.

Gatchell, L. B. Sidelights on the Campaign for a Wright Commemorative Stamp. *Airpost Journal*, May 1953, vol. 24, pp. 266-267, +illus.

Published also in *Stamps*, May 16, 1953, vol. 83, pp. 236-237.

Discusses plans and designs, 1943-1953, for a stamp honoring the Wrights.

Glass, Sol. Fiftieth Anniversary of Powered Flight Issue. *Bureau Specialist*, Sept. 1953, vol. 24, no. 191, 193, 200, +illus.

Technical details on commemorative 6-cent air mail stamp issued May 9, 1953. Shows Wright 1903 aeroplane in silhouette.

Wright Brothers Day

(December 17)

U.S. Congress. House. *Wright Brothers Day. Report [To Accompany H. J. Res. 513]. September 2, 1959*. Washington, D.C.: Government Printing Office, 1959, 1 p. (86th Congress. House. Report no. 1130).

Introduced by Rep. Joseph W. Martin Jr. of Massachusetts, August 31, 1959. Referred to the Committee on the Judiciary, passed House September 3, and Senate September 9.

Designates December 17, 1959, as "Wright Brothers Day."

Wright Brothers' Day Proclamation. *National Aeronautics*, Nov. 1959, vol. 38, p. 2.

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).

U.S. Congress. House. Committee on Judiciary. *Wright Brothers Day. Report [To Accompany H. J. Res. 109]. May 22, 1961*. Washington, D.C.: Government Print. Office, 1961, 2 pp. (87th Congress, 1st Session. House. Report no. 423).

Introduced by Rep. Joseph W. Martin Jr. of Massachusetts, January 6, 1961. Referred to Committee on Judiciary, passed House June 5 and Senate September 11.

Designates December 17, 1961, as "Wright Brothers Day."

U.S. Congress. Senate. Committee on Judiciary. *Wright Brothers Day. Report [To Accompany H. J. Res. 109]. September 7, 1961*. Washington, D.C.: Government Printing Office, 1961, 1 p. (87th Congress, 1st Session. Senate. Report no. 885).

Similar to House Report No. 423.

Whitener, Ralph V. Wanted—a Day for the Wright Brothers. *National Aeronautics*, Sept. 1961, vol. 40, p. 4.

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).

U.S. Congress. House. Committee on Judiciary. *Wright Brothers Day Report [To Accompany H. J. Res. 335]. September 17, 1963*. Washington, D.C.: Government Printing Office, 1963, 1 p. (88th Congress, 1st Session. House. Report no. 752).

Introduced by Rep. Joseph W. Martin Jr. of Massachusetts, March 21, 1963. Referred to Committee on Judiciary, passed House October 7 and Senate December 6.

Authorizes the observance of a "Wright Brothers Day" on December 17 of each year.

Joint Resolution Designating the 17th Day of December Each Year as "Wright Brothers Day." *United States Statutes at Large*, vol. 77, 1963, p. 402.

House Joint Resolution 335, approved and proclaimed December 17, 1963 (Public Law 88-209).

Wright Brothers Day, 1966. Proclamation 3757. December 1, 1966. *Weekly Compilation of Presidential Documents*, Dec. 5, 1966, vol. 2, pp. 1750-1751.

President Johnson's proclamation designating December 17, 1966, as Wright Brothers Day.

Medals and Honors

General

Deposition of William J. Hammer, January 28, 1911. In *The Wright Company Vs. Herring Curtiss Co. and Glenn H. Curtiss, Complainant's Record*, New York: 1912, pp. 20-208, 833, +illus.

Summarized also in *The Wright Company Vs. Claude Grahame-White, Brief for Complainant on Final Hearing*, New York: 1911, pp. 3-8.

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

L'Aéronautique à l'Académie des Sports, *L'Aérophile*, Nov. 1, 1908, vol. 16, p. 429.

Includes announcement of the award, October 16, of the Académie des Sports medal to Wilbur and Orville Wright.

Aéro-Club de France Gold Medal

Ehrungen Wilbur Wrights. *Illustrierte Aeronautische Mitteilungen*, Nov. 4, 1908, vol. 12, p. 695.

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

Letter from Mr. Wilbur Wright. *Aeronautical Journal*, Jan. 1909, vol. 13, p. 3, +illus. (facing p. 2).

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."

Presentation of the Aeronautical Society's Medal. *Flight*, May 8, 1909, vol. 1, pp. 260-261.

Account of ceremonies at the Institution of Civil Engineers, London, May 3, 1909, when the medal was presented to Wilbur and Orville Wright.

Presentation of the Gold Medal of the Aeronautical Society of Great Britain to Messrs. Wilbur and Orville Wright. *The Aeronautical Journal*, July 1909, vol. 13, pp. 76-79, +illus.

Includes brief speeches of acceptance by Wilbur and Orville Wright.

Académie des Sciences Gold Medal

Les Médailles de l'Académie des Sciences. *L'Aérophile*, Dec. 1, 1909, vol. 17, p. 545.

Announcement of the award of an Académie des Sciences medal to Wilbur and Orville Wright.

Médaille de l'Aéronautique. *Comptes rendus ... de l'Académie des Sciences*. Dec. 20, 1909, vol. 149, p. 1297.

Announcement of award of its gold medal to Wrights.

Aero Club of America Medal

Aero Club Medal. *Bulletin of the Aerial Experiment Association*, Jan. 4, 1909, no. XXVI, p. 2.

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.

Taft to Present Wright Medals. *Aeronautics*, New York, Apr. 1909, vol. 4, pp. 153-154.

Announcement of plans for presentation of Aero Club of America medals.

Gold Medals for the Great Aviators. *Numismatist*, May 1909, vol. 22, p. 134, +illus.

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.

Taft Presents Wright Medals. *Aeronautics*, July 1909, vol. 5, pp. 25–26.

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

U.S. Congress. Senate. *Joint Resolution Authorizing the Secretary of War to Award Gold Medals to Orville Wright and Wilbur Wright*. [Washington, D.C.: Government Printing Office, 1909], 2 pp. (60th Congress, 2d Session. S. J. R. 119).

Introduced January 25 by Joseph B. Foraker of Ohio, passed Senate January 25.

U.S. Congress. House. *Joint Resolution Authorizing the Secretary of War to Award Gold Medals to Orville Wright and Wilbur Wright*. [Washington, D.C.: Government Printing Office, 1909], 2 pp. (60th Congress, 2d Session. H. J. Res. 246).

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.

Gold Medal By Congress to Wright Brothers. *Numismatist*, Aug. 1909, vol. 22, p. 231, +illus.

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

Ohio. Senate. Providing for the Presentation of a Medal to Orville and Wilbur Wright, of Dayton, Ohio, in Recognition of Their Great Genius, Displayed By Their Invention of the Aeroplane. In Ohio. Senate. *Journal*. Feb. 23, Mar. 2, 12, 1909, pp. 115, 126, 147, 153, 246, 248, 272. (Ohio. Senate. S. B. no. 107).

Introduced by Sen. George K. Cetone, February 23, 1909. Referred to Committee on Finance, February 24, passed Senate March 2 and the House, March 12. The medal was presented by Gov. Judson Harmon in Dayton on June 18, 1909.

Langley Medal

(Smithsonian Institution)

Smithsonian Medal for Wrights. *Aeronautics*, New York, Mar. 1909, vol. 4, p. 118.

Announcement that the first award of the Langley Medal is to go to Wilbur and Orville Wright.

Langley Medal and Memorial Tablet. In *Annual Report of the Smithsonian Institution, 1909*, Washington, D.C.: Government Printing Office, 1910, pp. 22, 107.

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."

Award of Langley Medal. In *Annual Report of the Smithsonian Institution, 1909*, Washington, D.C.: Government Printing Office, 1910, p. 111.

Report of committee of award and resolution, Octave Chanute, chairman, of February 10, awarding first Langley medal to the Wright brothers.

Langley Medal Presented to W. and O. Wright. *Aeronautics*, London, Mar. 1910, vol. 3, no. 3, pp. 40–41, +illus.

Brief account of presentation ceremonies.

Wright's Get First Langley Medal. Aviators' Work Honored by Smithsonian Institution. *Fly*, Mar. 1910, vol. 2, pp. 7–8, +illus.

Presentation of the Langley Medal to the Wright Brothers. Historical Address at the Smithsonian Institution, Feb. 10, 1910, by Alexander Graham Bell. *Science*, Mar. 4, 1910, vol. 31, pp. 334–337.

Account of presentation ceremonies, February 10, 1910, at the Smithsonian Institution.

Langley Medal Presented to Wright Bros. *Flight*, Mar. 5, 1910, vol. 2, p. 160, +illus.

Presentation of Langley Medal to Messrs. Wilbur and Orville Wright. In *Annual Report of the Smithsonian Institution, 1910*, Washington, D.C.: Government Printing Office, 1911, pp. 104–110, +illus.

Includes addresses by Alexander Graham Bell, Senator Henry Cabot Lodge, and remarks by Wilbur Wright at presentation ceremonies.

Collier Trophy

(Aero Club of America)

Stabilizer Qualifies Wright for Trophy. *Aero and Hydro*, Jan. 10, 1914, vol. 7, p. 179.

The Collier Trophy of the Aero Club of America for 1913 Awarded to Mr. Orville Wright for the Development and Demonstration of the Wright Stabilizer. *Flying*, Feb. 1914, vol. 3, no. 1, pp. 6–7, +illus.

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)

Award of the Elliott Cresson Medal to Distinguished Scientists and Technologists. *Journal of the Franklin Institute*, July 1914, vol. 178, pp. 105–115.

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)

Albert Medal. *Journal of the Royal Society of Arts*, June 29, 1917, vol. 65, p. 564.

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

Presentation of the Society’s Albert Medal to Mr. Orville Wright. *Journal of the Royal Society of Arts*, Jan. 25, 1918, vol. 66, p. 167.

John Fritz Medal

(American Society of Electrical Engineers)

John Fritz Medal Awarded to Orville Wright. *Journal of the American Institute of Electrical Engineers*, Apr. 1920, vol. 39, p. 418.

Announces award of medal to Orville Wright for noteworthy work in the development of the aeroplane.

Orville Wright Awarded John Fritz Medal. *American Machinist*, May 1920, vol. 52, p. 1118.

Account of presentation ceremonies in New York, May 17.

Orville Wright Presented with John Fritz Medal. *Power*, May 18, 1920, vol. 51, pp. 823–824.

John Fritz Medal Presented to Orville Wright. *Journal of the American Institute of Electrical Engineers*, June 1920, vol. 139, p. 601.

John Fritz Medal Presented to Orville Wright. *Mechanical Engineering*, June 1920, vol. 42, p. 364.

Orville Wright Honored. *U.S. Air Services*, June 1920, vol. 3, no. 5, p. 17.

Orville Wright Receives John Fritz Medal. *Mining & Metallurgy*, June 1920, no. 162, pp. 11–12.

Presentation of John Fritz Medal to Orville Wright. *Society of Automotive Engineers Journal*, June 1920, vol. 6, pp. 394–396.

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

U.S. Congress. House. *A Bill to Authorize the President to Present the Distinguished-Flying Cross to Orville Wright*. [Washington, D.C.: Government Printing Office, 1928], 1 p. (70th Congress, 1st Session. H.R. 13990).

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.

An Act to Authorize the President to Present the Distinguished-Flying Cross to Orville Wright and to Wilbur Wright, Deceased. *United States Statutes at Large, 1927-1929*, vol. 45, pt. 2, p. 2036.

Approved December 18, 1928.

Wright Gets Flying Cross. *New York Times*, Feb. 28, 1929, p. 2.

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

Orville Wright Presented the Daniel Guggenheim Medal for 1929. *Mechanical Engineering*, May 1930, vol. 52, p. 521.

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)

Award of Franklin Medals. *Journal of the Franklin Institute*, Aug. 1933, vol. 216, pp. 239–240.

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

U.S. Congress. Senate. *A Bill Authorizing the Issuance to Orville Wright of Honorary Aircraft Pilot's Certificate Number 1*. [Washington, D.C.: Government Printing Office, 1939], 1 p. (76th Congress, 1st Session. S. 2735).

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.

U.S. Congress. House. Committee on Interstate and Foreign Commerce. *Authorizing the Issuance of Honorary Aircraft Pilot's Certificate No. 1 to Orville Wright. Report [To Accompany S. 2735]*. [Washington, D.C.: Government Printing Office, 1940], 1 p. (76th Congress, 3d Session. House. Report no. 1911).

Submitted by Mr. Clarence F. Lea of California, April 2, 1940, passed House June 6, 1940.

An Act Authorizing the Issuance to Orville Wright of Honorary Aircraft Pilot's Certificate Numbered 1. *United States Statutes at Large, 1939-1941*, vol. 54, pt. 2, p. 1283.

Approved June 13, 1940.

Orville Wright Presented with Honorary Pilot's License No. 1. *Air Line Pilot*, July 1940, vol. 9, no. 6, p. 1, port.

States that Air Line Pilot's Association was co-sponsor of bill which authorized issuance of license.

Orville Wright Gets Certificate No. 1. *Civil Aeronautics Journal*, Sept. 15, 1940, vol. 1, p. 429.

Announcement of presentation of certificate at ceremonies dedicating Wright Brothers' Hill, Dayton, Ohio, August 19.

Aviation Hall of Fame

(*Air Force Magazine*)

Aviation's Hall of Fame. *Air Force*, Dec. 1953, vol. 36, p. 32, +illus.

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)

Wright Brothers Accomplishments to Be Commemorated in New York University Hall of Fame. *Mechanical Engineering*, Aug. 1958, vol. 80, p. 124.

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.

New York University. Hall of Fame for Great Americans. Wilbur Wright. In its *Hall of Fame for Great Americans at New York University: Official Handbook*, New York: New York University Press, 1962, p. 94.

Wilbur Wright was elected to the Hall of Fame for Great Americans in 1955.

Aeronautics, London: H. Majesty's Stationery Office, 1929, vol. 1, p. 72.

Included also in 1935 edition of the *Handbook*, vol. 1, p. 76.

Descriptive note on Wright 1903 aeroplane exhibited in the Science Museum, 1929-1948.

Williams, Al. Bring Home the One and Only Kitty Hawk Plane. *U.S. Air Services*, Mar. 1946, vol. 31, no. 3, p. 20.

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.

[Findley, Earl N.] Orville Wright Ordered Return to America of Original Airplane. *U.S. Air Services*, Feb. 1948, vol. 33, no. 2, pp. 15-16.

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.

McSurely, Alexander. Orville Wright's Death May Return Kitty Hawk Plane to U.S. Museum. *Aviation Week*, Feb. 9, 1948, vol. 48, no. 6, pp. 13-14.

Nephews Will Decide Wright Plane Date. *Aviation Week*, Feb. 16, 1948, vol. 48, no. 7, p. 12.

Note on Orville Wright's will and expressed wishes regarding return of the 1903 Wright aeroplane to the United States.

Picture Story of the Week; Kitty Hawk Will Come Home. *Scholastic*, Feb. 23, 1948, vol. 52, p. 6.

Wright Biplane May Return to U.S., August 19. *Aviation Week*, Feb. 23, 1948, vol. 48, no. 8, p. 7.

Departure of the Pioneer. *Flight*, Oct. 21, 1948, vol. 54, p. 476, +illus.

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.

The Wright Biplane Goes Home. *Aeroplane*, Oct. 22, 1948, vol. 75, p. 523.

Brief note on removal ceremony at Science Museum, October 18.

Memorabilia

Aeroplanes

The Wright Brothers. Washington, D.C.: National Air Museum, Smithsonian Institution, 1959, [11] p., +illus. (Its Information Leaflet 8 (rev.))

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

The Original Wright Aeroplane, 1903. In *Science Museum, Handbook of the Collections Illustrating*

Back to the Beginning. *Flight*, Oct. 28, 1948, vol. 54, pp. 505–507, +illus.

Further note on ceremonies held at Science Museum, October 18.

Kitty Hawk in Museum. *Aviation Week*, Nov. 29, 1948, vol. 49, no. 22, p. 15.

Announces the arrival of the Wright 1903 plane at the Smithsonian Institution.

[Findley, Earl N.] The “Kitty Hawk” Comes Home at Last. *U.S. Air Services*, Dec. 1948, vol. 33, no. 12, pp. 5–6.

Editorial comment on return of Wright 1903 plane to America.

Kitty Hawk’s Last Landing. *Air Force*, Dec. 1948, vol. 31, no. 12, pp. 18–19.

Wright Plane Return Was Featured Event of 45th Anniversary. *National Aeronautics and Flight Plan*, Dec. 1948, vol. 27, no. 12, pp. 6–7.

McSurely, Alexander. Wright Plane Back Home at Last. *Aviation Week*, Dec. 13, 1948, vol. 49, no. 24, pp. 16–18, +illus.

Brief history of the 1903 Wright plane.

U.S. National Museum Is Given Wright Aeroplane. *Museum News*, Jan. 1, 1949, vol. 26, no. 13, pp. 1–2, +illus.

Franks, Oliver. It Is a Little as if We Had Before Us the Original Wheel. The Most Remarkable Example of the Audacity of Man. *U.S. Air Services*, Mar. 1949, vol. 34, no. 3, pp. 11–12, +illus.

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.

America Welcomes the Kittyhawk. Some Extracts from the American Press on the Return of the Aeronautical Beau Geste. *Pylon*, June 1949, vol. 8, no. 2, p. 21.

True, Webster P. Operation “Homecoming.” *Sperry-scope*, Winter 1949, vol. 11, no. 8, pp. 2–3, +illus.

Account of shipment of 1903 plane to the United States from England.

Exhibition [of the Wright Brothers 1903 Aeroplane]. In *Annual Report of the Smithsonian Institution, 1949*, Washington, D.C.: Government Printing Office, 1950, pp. 117–118.

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.

Presentation of the Wright Brothers’ Aeroplane of 1903 to the United States National Museum. In *Annual Report of the Smithsonian Institution, 1949*, Washington, D.C.: Government Printing Office, 1950, pp. 3–5, 20.

Brief report on presentation ceremonies, December 17, 1948.

Beck, Mabel. The First Airplane—After 1903. *U.S. Air Services*, Dec. 1954, vol. 39, pp. 9–10.

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

Thirty-Eight Years of Flight. [Franklin] *Institute News*, Dec. 1941, vol. 6, no. 8, p. 7, +illus.

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.

Wright, H. D. The Wright Biplane Replica. *Pylon*, June 1949, vol. 8, no. 2, pp. 17–20, +illus.

Account of the building of the replica by the students of the De Havilland Aeronautical Technical School for installation in the Science Museum.

Replica of Wright Aeroplane 1903. Constructed by the De Havilland Aeronautical Technical School. In Davy, M. J. B., *Aeronautics: Heavier-than-Air Aircraft; Their History and Development As Illustrated By the National Collection. Part II, Catalogue of the Exhibits with Descriptive Notes*, London: H. Majesty’s Stationery Office, 1949, p. 28.

Johnston, S. Paul. [Signed S. P. J.] Wright Replica. *Aeronautical Engineering Review*, July 1953, vol. 12, no. 7, pp. 22–23, +illus.

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).

Replica of the Kitty Hawk Aeroplane. *Western Aviation*, July 1953, vol. 33 p. 7, +illus.

The reproduction was built through the cooperation of twenty industrial organizations in Southern California in observance of the fiftieth anniversary of powered flight.

Full-Scale Replica Original Wright Airplane. *U.S. Air Services*, Aug. 1953, vol. 38, p. 6.

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.

Dodge, Beverly A. Wright Reproduction. *Aeronautical Engineering Review*, Oct. 1953, vol. 12, pp. 24-27, +illus.

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.

1903 Wright Flyer. *Aerospace*, Dec. 1963, vol. 1, pp. 18-26 (and cover), +illus.

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.

A Wright Replica in Los Angeles. *Esso Air World*, Mar./Apr. 1954, vol. 6, p. 127, +illus.

Brief report on the building of a full-scale reproduction of the Wright 1903 biplane.

Maycock, C. B. Prototypes Worth Modeling. No. 37—The Wright Biplane. *Model Aircraft*, Dec. 1953, vol. 12, pp. 582-583, +illus.

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

(France)

Wright Aeroplane in the French Museum. *Aeronautics*, New York, June 1909, vol. 4, p. 191.

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)

Hildebrandt, Alfred. *Vom Flugahnen zum Höhenflug*, Berlin: VDI-Verlag GmbH, 1933, 93 pp., +illus. (Deutsches Museum. Abhandlung und Berichte. 5 Jahr., Heft 3).

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

Chandler, Charles D., and Lahm, Frank P. Signal Corps No. 1 to Smithsonian. In their *How Our Army Grew Wings*, New York: The Ronald Press Company, 1943, p. 187.

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

Wright Military Flyer Type "A" 1909. Wright-Patterson Air Force Base, Ohio, [1960], 4 pp. (Air Force Museum folder no. 1).

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

The Original Wright Aero-Engine, 1903. In *Science Museum, Handbook of the Collections Illustrating Aeronautics*, London: H. Majesty's Stationery Office, 1930, vol. 3, p. 60.

Included also in 1936 edition of the *Handbook*, vol. 3, p. 66.

Brief description of the Wright 1903 engine exhibited in the Science Museum, 1929-1948.

Andrews, J. R. A 1903 Engine Re-Born. Working Replica of Wright Brothers' Power Unit Constructed in D. H. Technical School. *Flight*, July 13, 1961, vol. 60, p. 49, +illus.

Reprinted from *Pylon*.

Brodie, J. L. P. Testing a Wright Engine. *Aeroplane*, Dec. 18, 1953, vol. 85, p. 827, +illus.

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)

Wright-Bollée Engine, 1909. In *Science Museum, Handbook of the Collections Illustrating Aeronautics*, London: H. Majesty's Stationery Office, 1930, vol. 3, p. 60.

Included also in 1936 edition of the *Handbook*, vol. 3, p. 67.

Brief description of the French-built Wright engine presented to the Science Museum by Alec Ogilvie.

4-Cylinder Motor

(1910)

Wright Brothers [Engine]. *Notes*, Museum of Science and Industry, Chicago, Apr. 1938, vol. 1, no. 5, p. 39.

A Wright 4-cylinder engine, 1910.

6-60 Motor

60 H. P. Wright Engine 1915. In *Science Museum, Handbook of the Collections Illustrating Aeronautics*, London: H. Majesty's Stationery Office, 1930, vol. 3, p. 61.

Included also in the 1936 edition of the *Handbook*, vol. 3, p. 67.

Brief description of engine loaned for exhibit purposes by the Imperial War Museum.

Wind Tunnel Apparatus

McClarren, Ralph. The Wright Brothers' Aeronautical Engineering Collection at the Franklin Institute,

Philadelphia, Pennsylvania. *Journal of the Franklin Institute*, Aug. 1951, vol. 252, pp. 175-196, +illus.

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.

Barnaby, Ralph S. Wright Material at the Franklin Institute. *U.S. Air Services*, Mar. 1954, vol. 39, p. 11.

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.

Eckhardt, George H. Work Sheets of the Wright Brothers. *Science Digest*, Oct. 1961, vol. 50, pp. 7-12.

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

Dayton Art Institute Receives All Medals Awarded to Wright Brothers. *Museum News*, Mar. 15, 1948, vol. 25, p. 2.

Announces receipt by bequest from Orville Wright of all the bronzes, all the gold, and other medals owned by him.

Dayton Marks a Famous Flight. *Art Digest*, Feb. 1, 1954, vol. 28, p. 25.

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

The Hart O. Berg Collection. *Journal of the Aeronautical Sciences*, Aug. 1939, vol. 6, p. 427.

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.

Diary of Orville Wright at Library of Congress. *Airpost Journal*, Nov. 1948, vol. 20, p. 70.

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.

Wright Brothers' Papers to Library of Congress. *U.S. Air Services*, June 1949, vol. 34, no. 6, p. 6.

Announcement of acquisition of the Wright Papers from the Orville Wright Estate, June 5, 1949.

Eells, Richard and staff. Wright Brothers Scrapbooks. *Library of Congress Quarterly Journal of Current Acquisitions*. Aug. 1949, vol. 6, pp. 37-39.

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.

New Print of Photograph of Wright Brothers' First Power Flight Made by Library of Congress. *U.S. Air Services*, Apr. 1953, vol. 38, no. 4, pp. 8-9, +illus.

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.

McFarland, Marvin, and Renstrom, Arthur. The Papers of Wilbur and Orville Wright. *Library of Congress Quarterly Journal of Current Acquisitions*, Aug. 1950, vol. 7, pp. 23-34, +illus.

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

Wright Brothers' Watches Exhibited in Aeronautical Archives. *Aeronautical Engineering Review*, Dec. 1949, vol. 8, no. 12, p. 9, +illus.

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

Bronze Busts of Wright Brothers. *Air Corps News Letter*, July 1, 1937, vol. 20, no. 13, p. 7.

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.

Italians Honor Memory of Wilbur Wright. *U.S. Air Services*, Sept. 1947, vol. 32, no. 9, p. 33.

Note on forthcoming aeronautical festival at Centocelle, Italy, to be opened by the unveiling of a marble statue of Wilbur Wright.

Wilbur Wright Honored in Rome, Bust Unveiled. *New York Times*, Nov. 2, 1947, p. 47, col. 6.

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 By Lewis Eugene Thompson as Displayed at the Institute's New York Headquarters. *Aeronautical Engineering Review*, Mar. 1948, vol. 7, no. 3, p. 14, +illus.

Portrait of Orville with bust of Wilbur, and Kitty Hawk aeroplane in background.

The Kitty Hawk Plane. Painting by Melbourne Brindle. *Collier's*, Dec. 25, 1948, vol. 22, no. 26, pp. 10, 32-33, +illus.

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.

The Wright Brothers. *Collier's*, Dec. 25, 1948, vol. 122, no. 26, p. 10 and cover.

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.

[Bronze Bust of Wilbur Wright] In *Annual Report of the Smithsonian Institution, 1950*, Washington, D.C.: Government Printing Office, 1951, pp. 125, 132.

Brief descriptive note on bust of Wilbur Wright by the sculptor Oskar J. W. Hansen, presented to the Smithsonian Institution, January 27, 1950, by Mr. and Mrs. Elmer F. Weiboldt.

[Oil Portrait of Wilbur Wright] In *Annual Report of the Smithsonian Institution, 1951*, Washington, D.C.: Government Printing Office, 1952, pp. 127, 132.

Note on receipt of oil portrait done from life by J. A. Herve Mathe. Commissioned by Frank S. Lahm and given to Smithsonian Institution by his son and daughter, Gen. Frank P. Lahm and Mrs. Frank Parker.

"*Wilbur and Orville Wright and Their Accomplishments*," an Oil Painting By Dwight Mutchler. Dedication, December 17, 1959. Columbus: The F. J. Heer Printing Company, 1959, 9 pp.

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.

Sweet, Floyd J. SSA to Participate at Kitty Hawk. *Soaring*, Dec. 1963, vol. 27, p. 21.

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.

SSA Installs Plaque at Kitty Hawk. *Soaring*, Mar. 1964, vol. 28, pp. 8-9, +illus.

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.

Haggerty, James J. and Warren Reiland Smith. *The U.S. Air Force; a Pictorial History in Art*. New York and Washington, D.C.: Books, Inc., 1966, 261 pp., +illus.

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.

New York University. The Hall of Fame for Great Americans. *Unveiling of the Busts and Tablets for Wilbur Wright and Orville Wright in the Auditorium of the Library of New York University, University Heights, New York, May 7, 1967 ...* New York: 1967, 24 pp., +illus.

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

Andrews, John W. *The Story of Orville and Wilbur Wright at Kitty Hawk, North Carolina*. [Sixtieth Anniversary Edition]. Westport, Connecticut: Pavilion Press, 1963, 31 pp.

Originally published as a part of his poem titled "Prelude to Icarus," New York: Farrar & Rinehart, 1936, pp. 115-134; also published in "Cape Hatteras" edition, Westport, Connecticut: Pavilion Press, 1962, 29 pp. Brief extract published in *Wings: An Anthology of Flight*, Bryden, H. G. ed., London: Faber and Faber, 1942, p. 128.

Based on early experiments of the Wright brothers at Kitty Hawk, N.C.

Baker, Joseph B. The Aviator. *Aeronautics*, June 1909, vol. 4, p. 174.

On Wilbur Wright.

Benét, Rosemary, and Benét, Stephen Vincent. Wilbur and Orville Wright. In their *A Book of Americans*, New York: Farrar and Rinehart, 1933, pp. 106-107.

Juvenile book.

Benét, William R. Kitty Hawk. In his *With Wings as Eagles; Poems and Ballads of the Air*, New York: Dodd, Mead, 1940, pp. 3-5.

Commander, Kingsmill. The Flagship. A Song of Nineteen-Three. In his *Vikings of the Stars*, New York: Harold Vinal, 1928, pp. 14-15.

Crane, Hart. Cape Hatteras [passage on Wrights beginning "There, from Kill Devils Hill at Kitty Hawk"]. In his *The Bridge*. New York: Horace Liveright, 1930, p. 48.

Included also in *The Collected Poems of Hart Crane*, Frank Waldo, ed., New York: Liveright, 1933, p. 34; in *The Complete Poems and Selected Letters and Prose of Hart Crane*, New York: Liveright, 1966 and Garden City, New York: Anchor Books, 1966, p. 90; and in *Verses of Our Day*, by M. Gordon and M. B. King, New York: D. Appleton-Century, 1935, p. 195.

Dunbar, Paul L. [poem on Orville Wright] In McSpadden, J. Walker. *How They Blazed The Way; Men Who Have Advanced Civilization*, New York: Dodd, Mead, 1939, p. 269.

Author quotes four lines of doggerel verse about Orville, purportedly written by Dunbar.

Dunkle, Meryl. The Wright Brothers. *Aeronautics*, Oct. 1909, vol. 5, p. 131.

Frost, Robert. Kitty Hawk. *Atlantic Monthly*, Nov. 1957, vol. 200, pp. 52–56.

Published also in his *In the Clearing*, New York: Holt, Rinehart and Winston, 1962, pp. 41–58.

Tribute to the Wright brothers by poet friend of Orville Wright.

———. The Wrights' Biplane. In his *A Further Range. Book Six*, New York: Henry Holt, 1936, p. 69.

Included also in his *Complete Poems*, 1939, 1949, and 1956; in his *Selected Poems*, 1963; and reprinted in *Wings: An Anthology of Flight*, Bryden, H.G. ed., London: Faber and Faber, 1942, p. 124.

MacKaye, Percy W. The Air Voyage up the Hudson. In his *Poems*, New York: The Macmillan Company, 1909, pp. 21–22.

Published also in later editions of his *Poems* and in *U.S. Air Services*, Dec. 1922, vol. 7, no. 11, p. 11.

Phillips, H. I. Bicycles Repaired. *U.S. Air Services*, May 1938, vol. 38, no. 5, p. 31.

Written on the occasion of the restoration of the old Wright bicycle workshop at Greenfield Village, Dearborn, Michigan.

Rodman, Selden. The Boyhood of the Wright Brothers. *Saturday Review of Literature*, Sept. 14, 1940, vol. 22, p. 7.

Excerpt from Part III of his *The Airmen; a Poem in Four Parts*. Included also in *The Saturday Review Treasury*, New York: Simon and Schuster, 1957, pp. 168–170.

———. The Brothers. In his *The Airmen; a Poem in Four Parts*, New York: Random House, 1941, pp. 69–106.

Skinner, George W. The Crest of Fame. *Fly*, July 1909, vol. 1, no. 9, p. 18.

A poetic tribute to the Wright brothers.

Smart, Douglas A. Wilbur Wright. *Flight*, June 8, 1912, vol. 4, p. 514.

Published also in *Aero Club of America Bulletin*, July 1912, vol. 1, p. 5 and in Payne, E. George and Barrows, H. R., *The Story of American Aviation*, New York: American Viewpoint Society, 1930, p. 222.

Written on the occasion of Wilbur's death, May 30, 1912.

Throm, Edward L. Kitty Hawk. In Throm, Edward L., and Grenshaw, James S. *Popular Mechanics Aviation Album*, Chicago: Popular Mechanics Company, 1953, pp. 191–192.

"Touchstone." Wilbur Wright. *Daily Mail*, London, May 31, 1912, p. 6, col. 6.

Reprinted with title, "The Father of Flight," in *Aero Club of America Bulletin*, July 1912, vol. 1, no. 6, p. 9, and in *Fly Magazine*, July 1912, vol. 4, no. 9, p. 10.

Written on the occasion of Wilbur's death, May 30, 1912.

The Wright Brothers. *Aeronautics*, Sept. 1909, vol. 5, no. 3, facing p. 81.

Music

Knostman, Mary E. *Song of the Wright Boys*. Composed by Mary E. Knostman. Dayton, Ohio: Reisbach & Knostman, 1909, 5 pp.

Three stanzas and chorus for voice and piano, 4/4 time.

Guiterman, Arthur. The Sons of an Eagle-Bird. Dedicated to the Wright Brothers. (Air—"The Son of a Gambolier"). *Aero Club of America Bulletin*, Feb./Mar. 1912, vol. 1, no. 2, suppl., [p. 4].

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.

Térés, Louis. *Wilbur Wright March. Marche américaine*. Paris: A. Costet, 1908, [19 pp.]

Orchestral parts with piano-conductor score.

Térés, Louis. *Wilbur Wright March. Marche américaine.* Pour piano. Paris: A. Costet, 1908, 3 pp.
Piano solo arrangement of preceding entry.

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.

The Day Man Flew. Go Pictures. Released by McGraw-Hill Book Co., 1962. 17 min., sd., b&w, 16 mm.

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.

Flight History at Kitty Hawk, December 17, 1903. Richard B. Morros, Inc., in association with Hearst Metrotone News. Released by Official Films, 1960. 5 min., sd., b&w, 16 mm. (Almanac Newsreel).

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.

The Wright Brothers, Pioneers of American Aviation. David J. Goodman, Inc., 1957. 47 fr., color, 35 mm.

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.

Wynne, Hugh. Historical Aviation Films. *American Aviation Historical Society Journal*, Oct./Dec. 1958, vol. 3, pp. 226-230.

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

Allen, Carl B., and Lyman, Lauren D. *Man Flies.* In their *The Wonder Book of the Air*, Chicago, Philadelphia.: John C. Winston, 1936, pp. 72-85, +illus.

Reprinted 1938, 1939, 1941.

Arnold, Henry H. *Bill Bruce and the Pioneer Aviators*. New York: A. L. Burt Company, 1928, 250 pp. (His Aviators Series).

Includes four chapters dealing with Wrights titled "The Wright Flyer," "Wilbur Wright," "The Unwelcome Visitor," and "The Grant's Tomb Flight," pp. 24-56.

Bailey, Carolyn S. Tag-Along Boy; Orville Wright. In her *A Candle for Your Cake: Twenty-Four Birthday Stories of Famous Men and Women*, Philadelphia: J. B. Lippincott, 1952, pp. 161-168.

Barksdale, Lena. Wilbur and Orville. In her *Daring Riders and Other Tales of Young America*. Illustrated by Frank Nichols, New York: Alfred A. Knopf, 1946, pp. 79-86.

Berliner, Don. *Aviation: Reaching for the Sky*. Minneapolis: Oliver Press, Inc., 1997, 144 pp., +illus.

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.

Bixby, William. The Wright Brothers: Men with Wings. In his *Great Experimenters*, New York: David McKay, 1964, pp. 105-131.

Bolton, Sarah. The Wright Brothers. In her *Lives of Poor Boys Who Became Famous*. Illustrated by Constance Joan Naar, New York: Thomas Y. Crowell Company, 1962, pp. 299-320, +illus.

Included also in earlier 1947 printing.

Boyne, Walter J. *Smithsonian Book of Flight for Young People*. New York: Atheneum, 1988, 128 pp., +illus.

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.

Byrd, Richard E. Our First Air Pioneers. *Boy's Life*, July 1928, vol. 18, no. 7, pp. 8-9, +illus.

Published also in Mathiews, Franklin K., ed., *Flying High; a Book of Aviation Stories and Model Airplanes for Boys*, New York: Grosset & Dunlap, 1930, pp. 16-21.

Catherall, Arthur. Wilbur and Orville Wright: Conquerors of the Air. In Duthie, Eric, ed. *Children's Book of Famous Lives*, London: Odhams, 1958, pp. 407-416.

Charnley, Mitchell V. *The Boys' Life of the Wright Brothers*. New York and London: Harper & Brothers, [1928], 291 pp., +illus.

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.)

———. *They Gave the World Wings; the Story of the Wright Brothers*. Illustrated by Ernest Fuhr. *American Boy*, Aug. 1928, vol. 29, no. 10 pp. 11-13, 46-47; Sept., no. 11, pp. 6-7, 30, 32, 37; Oct., no. 12, pp. 22-24, 63; Nov., vol. 30, no. 1, pp. 13-14, 32-34, +illus.

Clark, Leonard. The Wright Brothers. In his *When They Were Children*, New York: Roy Publishers, 1964, pp. 113-120.

Claudy, Carl H. Two American Conquerors of the Air. *St. Nicholas*, July 1909, vol. 36, pp. 785-787, +illus.

Claxton, William J. The Wright Brothers and Their Secret Experiments, the Wright Biplane, and How the Wrights Launched Their Biplane. In his *The Mastery of the Air*, London: Blackie and Son Limited, 1916, pp. 102-106, 123-133.

Clifford, Harold B. Wilbur and Orville Wright. In his *American Leaders*, New York: American Book Company, 1953, pp. 258-267.

Cohen, Rose N. The Wrights Show How! In her *The Men Who Gave Us Wings*, New York: The Macmillan Company, 1944, pp. 115-136, +illus.

Cottler, Joseph, and Jaffe, Haym. Wright Brothers, *Child Life*, Sept. 1931, vol. 10, no. 9, pp. 444-445, 471, +illus.

Craig, Barbara. *The Wright Brothers and Their Development of the Airplane*, Raleigh: State Dept. of Archives and History, 1960, 23 pp.

- Crowther, James G. The Wright Brothers. In his *Six Great Inventors; Watt, Stephenson, Edison, Marconi, Wright Brothers, [and] Whittle*, London: Hamish Hamilton, 1954, pp. 163-201. (The "Six Great" Series).
- Curtin, Andrew. Wright Brothers. In his *Gallery of Great Americans*, New York: Franklin Watts, Inc., 1965, p. 101.
- Darrow, Floyd L. Masters of the Air [Wright Brothers]. In his *Builders of the Empire*, New York: Longmans, Green, 1930, pp. 85-90.
- . [Wright Brothers]. In his *Masters of Science and Invention*, New York: Harcourt, Brace & Company, 1923, pp. 315-325.
- Delacombe, Harry. The Wrights, The First Flights on Record, and The Wright Aeroplane. In his *The Boys' Book of Airships*, New York: Frederick A. Stokes Company, 1909, pp. 176-177, 199-201, 213.
- DeWitt, William A. Wilbur and Orville Wright. In his *Illustrated Minute Biographies ...* New York: Grosset & Dunlap, 1949, p. 160, +illus.
Also included in revised ed., 1953.
- Dolin, Arnold. The Wright Brothers; Pioneers of Flight. In his *Great Men of Science*, New York: Hart Publishing Company, 1962, pp. 175-181.
- Eberle, Irmengarde. Wilbur and Orville Wright. In her *Famous Inventors for Boys and Girls*, New York: A. S. Barnes, 1941, pp. 111-118, +illus.
- Egermeier, Elsie E. The Wright Brothers. In her *Stories of Great Men and Women*, Anderson, Indiana: Warner Press, 1961, pp. 138-144. (Stories for Boys and Girls).
- Evans, Idrisyn O. The Airplane; Wilbur and Orville Wright. In his *Inventors of the World*, London, New York: Frederick Warne & Company, 1962, pp. 119-133.
- Everett, Carroll, and Reed, C. F. Wilbur and Orville Wright. In their *When They Were Boys*, Dansville, New York: F. A. Owen Publishing Co., 1922, pp. 38-44.
Also included in revised ed., 1932.
- Fanning, Leonard M. The Wright Brothers; Fathers of the Airplane Industry. In his *Fathers of Industries*, Philadelphia: J. B. Lippincott, 1962, pp. 194-203.
- Federau, Wolfgang. *Die Gebrüder Wright, Pioniere der Luftfahrt*. Nürnberg: Olympia-Verlag, 1952, 149 pp., +illus. (Biographische Jugendreihe).
- Fellowes-Gordon, Ian. Wilbur and Orville Wright. In Canning, John, ed., *100 Great Modern Lives; Makers of the World Today from Faraday to Kennedy*, New York: Hawthorn Books, 1966, pp. 317-322.
- Freedman, Russell. *Wright Brothers: How They Invented the Airplane*. New York: Holiday House, 1991, 129 pp., +illus.
Brief biography and relatively comprehensive description of the principles of flight and of the technical problems the Wright brothers solved, in non-technical language for older children.
Includes numerous original photographs by the Wright brothers, suggestions on places to visit, and an index.
- Gardner, Jeanne L. *Sky Pioneers, the Story of Wilbur and Orville Wright*. Illustrated by Douglas Gorsline. New York: Harcourt, Brace & World, 1963, 62 pp.
Includes bibliography, pp. 61-62.
- Gates, Arthur I., and Ayer, Jean. The Flying Brothers. In their *Let's Go Ahead*, New York: The Macmillan Company, 1940, pp. 367-391, +illus.
- Gilmartin, John G., and Skehan, Anna M. Wilbur and Orville Wright. Pioneers in Aviation. In their *Great Names in American History*, Chicago: Laidlaw Bros., 1946, pp. 335-342, +illus.
- Goebel, Edmund J. and others. Wilbur and Orville Wright; Pioneers in Aviation, In their *Builders of Our Country*, Chicago: Laidlaw Bros., 1951, pp. 345-352. (Catholic School History Series).
- Grahame-White, Claude, and Harper, Harry. Wilbur and Orville Wright. In their *Heroes of the Air, a Book for Boys*. Illustrated in colour by Cyrus Cuneo and with numerous portraits, London: Henry Froude, 1912, pp. 55-93.
- Graves, Charles P. Illustrated by Fermin Rocker. *See and Read: Beginning to Read Biography—Wright Brothers*. New York: G. P. Putnam's Sons, 1973, 62 pp., +illus.
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.
- Guggenheim, Harry. Giving Wings to the World. *St. Nicholas*, Dec. 1928, vol. 56, p. 88.
- Hagedorn, Hermann. Wilbur and Orville Wright. In his *The Book of Courage*, Chicago: John C. Winston Co., 1942, pp. 293-305.
Included also in earlier editions.

Hall, Charles G. The Bishop and the Boys and The Wonderful Year of Nineteen Three. In his *Skyways*, New York: The Macmillan Company, 1938, pp. 44–58, 59–64.

Harney, Laura B. The Wright Brothers. In her *The Skycraft Book*, New York: D. C. Heath and Company, 1932, pp. 20–26, +illus.

Harper, Harry. Wilbur and Orville Wright. In his *Riders of the Sky; the Saga of the Flying Men*, London: Hodder and Stoughton [1936], pp. 21–25.

Hartman, Gertrude. Man Learns to Fly. In her *Machines and the Men Who Made the World of Industry*, New York: The Macmillan Company, 1939, pp. 237–242.

Heard, Sarah Dow, and King, M. W. The First Airplane. The Wright Brothers In their *Stories of American Leaders*, Philadelphia: John C. Winston Company, 1934, pp. 307–318, +illus.

Heath, Monroe. Orville Wright and Wilbur Wright. In his *Great Americans at a Glance, vol. 2, Inventors, Scientists*, Redwood City, California: Pacific Coast Publishers, 1956, pp. 16–17.

Holland, Rupert S. Wilbur and Orville Wright. In his *Historic Airships*. Illustrated by Manning de V. Lee. Philadelphia: Macrae-Smith Company, 1928, pp. 75–89.

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.

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