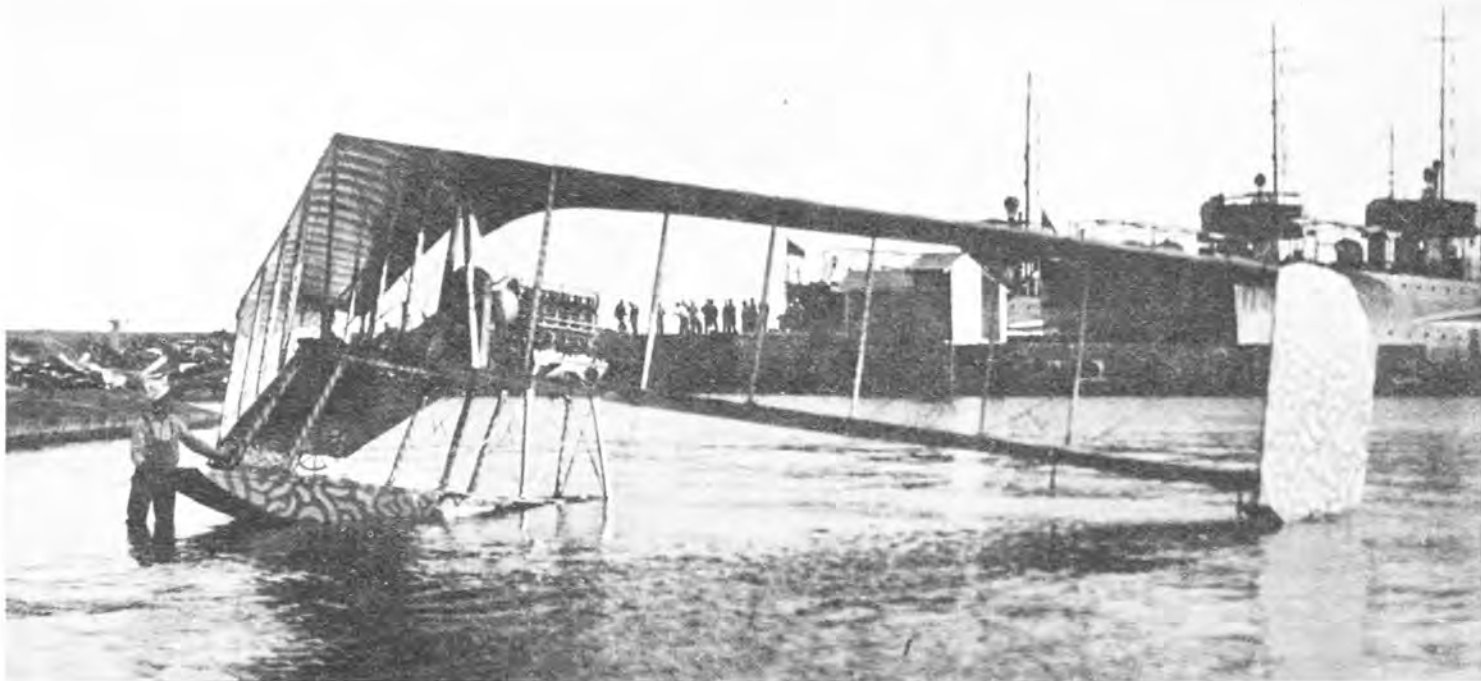




Burgess AH-7 at Pensacola, Florida in December 1915. The camouflage was lavender and green. (National Archives 80-G-462646)

The Burgess Story

Part 4-1915-1916

By BARTLETT GOULD

The years 1915 and 1916 were crucial for the Burgess Company. Although not abandoning the manufacture of conventional aircraft--far from it--it was during these years that W. Starling Burgess devoted the major portion of his talents to the design and promotion of the Burgess-Dunne aeroplanes.

The adaptation of the Dunne design to water craft had worked out excellently, somewhat to the surprise, it must be admitted, of the originator of this swept-back, tailless design, J. W. Dunne of England.

A tandem-seated Burgess-Dunne achieved the honor of being Canada's first war plane, having been delivered to that government in the early fall of 1914. Its end, however, was not glorious, as it was damaged during

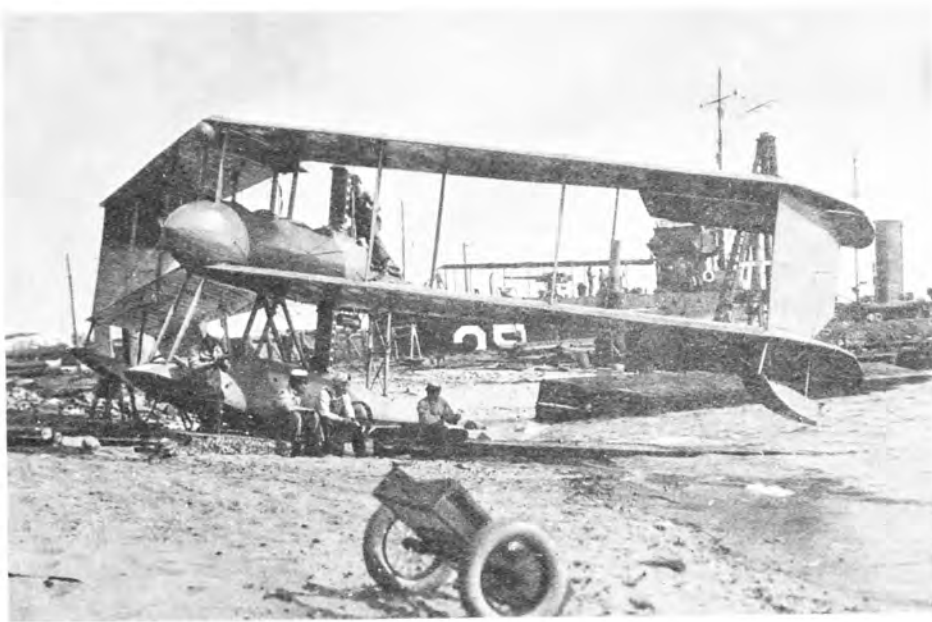
shipment and upon arrival overseas was stored away and served through the war as an innocuous pile of scrap.

An open, single-float Burgess-Dunne with side-by-side seating, especially suitable for a trainer, was delivered to the U. S. Navy in October of 1914. It was designated the AH-7. And a tandem Burgess-Dunne, with skid and wheel landing gear was delivered to the U. S. Army in December of the same year. It was possible to adapt this landing gear to a float and operate the Army B/Dunne off the water.

The next Dunne for the Navy was a tandem seater with enclosed cockpit. The wings were shorter and it was hoped that this, along with the improved streamlining and the 140 hp Sturtevant that was installed,

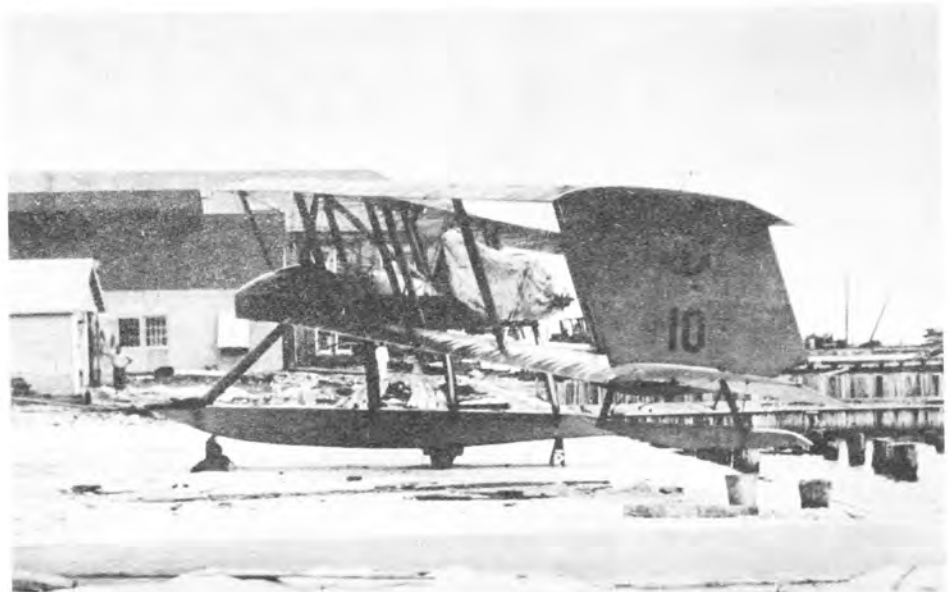


U. S. Army's tandem Burgess-Dunne powered by Salmson engine at North Island, California in 1914. (Nat'l Archives 165-WW-21B25)



Built for the U. S. Navy, this Burgess-Dunne was demonstrated at Pensacola by Clifford L. Webster. It proved to have undesirable characteristics and was returned to Marblehead for redesign. (National Archives 80-G-466145)

Next Burgess-Dunne for the U.S. Navy was the AH-10, and this two-place, side by side, plane proved to be successful in all respects. It is shown here at Pensacola during September of 1916. (National Archives 80-G-452771)



Another view of the AH-10, taken in November 1916. On this aircraft, Starling Burgess eliminated the "bustle" and gave the wings uniform camber. (National Archives 80-G-180221)

would result in superior performance. However, while demonstrating the machine at Pensacola, Florida, test pilot Clifford L. Webster detected undesirable characteristics during a dive, and the plane was shipped back to Marblehead for extensive redesigning.

This was disappointing, but the next machine for the Navy, a two-place Burgess-Dunne with enclosed fuselage and side-by-side seating, was accepted and proved to be excellent in all respects. Designated the AH-10 and powered with a Curtiss 100 hp engine, its performance was good enough to allow Lt P. N. L. Bellinger to establish a new American altitude record for seaplanes--10,000 feet--on April 23, 1915 at Pensacola, Florida.

By this time some careful experimenting by Starling Burgess had convinced him that it was entirely feasible to eliminate the "bustle" on the Dunne models, as well as making the wings of uniform camber, and still retain the desirable feature of inherent stability. Accordingly, the AH-10 and subsequent Burgess-Dunne models, although having an incidence washout of 4 or 5 degrees (this was found to be essential), did not have the variable camber formerly thought to be necessary.

The advent of war in Europe had, of course, resulted in increased activity for aircraft factories in the United States. Representatives of foreign governments were often to be seen roaming Marblehead, and on page 32 of its issue of March 29, 1915, the *Aerial Age Weekly* reported that a new Burgess-Dunne equipped with armor plate and other military devices and powered with a 110 hp Gyro engine, had been completed for the Russian Government.

Whether or not this plane ever got to Russia is a question. *Aerial Age* for April 5 carried a photo of the plane, and reported that Sam S. Pierce had been selected to pilot it. The photo showed a Burgess-Dunne quite similar to the one sold the U. S. Army, except that the top wing was of greater span than the lower. For a considerable period Burgess Company ads stated that Burgess military planes were being furnished to Great Britain and Russia, as well as the United States. However, no more details were forthcoming, and after a time the references to Russia were dropped.

On April 15 the U. S. Navy issued a notice to the effect that the first contract for hydroaeroplanes, since Congressional appropriation for the purpose, had been awarded to the Burgess Co. The contract was for three machines, and the newspapers reported the price to be \$11,500 apiece.

Meanwhile, the British Government's representatives had visited Marblehead, inspected the Burgess plant and described the sort of plane they were after. Starling

Burgess got to work and the Model O was designed, built and tested in twenty-one days!

The Model O, a two-place biplane powered by a 140 hp Sturtevant, was better known as the Burgess Gunbus. Production was maintained at the rate of three per week until the entire order of 36 was completed.

The eventual fate of these planes is not entirely clear. BRITISH NAVAL AIRCRAFT 1912-58 says simply that, proven unsuccessful, they were put into storage at White City and condemned in May 1916. BRITISH MILITARY AIRCRAFT SERIALS 1912-1963 says they were placed in store and not used apart from test. No reason was given.

A letter of inquiry sent to J. M. Bruce elicited a very friendly and helpful reply. Mr. Bruce does not know just why the Burgess planes were rejected, but suspects they were too slow and clumsy for operations. However, he does believe that a number were used as trainers at Hendon, and in support of this belief, Mr. Bruce called attention to a photo in *Flight* for November 2, 1916 (page 953). The photo is of a Burgess Gunbus that had been involved in a crash, and considering this date, it seems reasonable to infer that some at least were being used.

Now, in addition to military commitments, the Burgess Company embarked on a program of promoting the Dunne models for civilian use. In April of 1915 the extremely wealthy Mr. Vincent Astor arrived in Marblehead to take flying lessons, the necessary prelude to piloting a new \$14,000 Burgess-Dunne built especially for him. The local newspaper hinted that Starling Burgess himself was to be Mr. Astor's instructor.

There was, however, an unexpected delay. The



BURGESS PUSHER OBSERVATION TYPE.

MODEL O.

A machine of medium speed but great weight carrying capabilities, to be used, mounted with a gun for defense purposes, either for bomb dropping or observation. The observer's seat being extended in front of the planes, gives great range of vision.

GENERAL SPECIFICATIONS.

Wing span.....	45' 0"
Length over all.....	31' 6"
Horse-power.....	140
Live load.....	920 pounds
Speed maximum.....	85 miles per hour
Speed minimum.....	47 miles per hour
Seating capacity.....	2
Fuel.....	4 hours

The Burgess Model O, better known as the Gunbus, is shown below at the factory in 1915. At right is the description of the aircraft as it appeared in the Burgess catalog. (Mrs. H. B. Bolster, below, and Smithsonian A-31-420)





Vincent Astor's Burgess-Dunne, powered by a 100 hp Curtiss OXX engine, in Marblehead Harbor. (Mrs. H. B. Bolster)

plane was completed in late April but did not perform up to expectations. On May 7 Clifford Webster was still running tests when a strong gust took the machine during a turn at low altitude and the pontoon hit the seawall. Webster and a mechanic, Richard Corman, were bruised and cut, but not seriously. The airplane was a wreck. A minor fracas ensued when the newspapers sent photographers to get pictures of the smashup and Burgess employees tried valiantly to stop them. Finally, the wreck was covered up with a large canvas and trundled back to the factory.

As the Astor plane had to be rebuilt from the ground up anyway, Starling Burgess took occasion to redesign and improve it. Powered with a Curtiss OXX of 100 hp, the new version was lighter and better streamlined. The flying boat hull was abandoned and a single pontoon fitted. Dual controls were installed, of course. An unusual feature was the odd compound angle of the sweptback wing. Dunne wings were usually swept back at a 30-degree angle; on the Astor machine this was divided into two angles with a sum of 30 degrees. This characteristic is easily recognizable in the photos and was apparently unique with Astor's plane.

The new B/Dunne was flown for the first time on August 13, and on the 19th Vincent Astor reappeared on the scene. The local papers went overboard about this, describing in loving detail Mr. Astor, Mr. Astor's entourage and Mr. Astor's palatial steam yacht. Millionaires were not so common then as they are now.

Along with the airplane Starling Burgess had also devised a floating hangar equipped with a small machine shop, living quarters for two and a differential hoist

for getting the plane aboard. It was so arranged that the hangar could be towed along behind the Astor yacht.

While Astor's plane was being rebuilt, another prominent financier and sportsman, Harry Payne Whitney, had ordered a Burgess-Dunne of slightly different design. Clifford Webster flew Whitney's seaplane to Roslyn, Long Island and checked out Robert G. Fowler in it. Fowler, in turn, taught Whitney.

Back at Marblehead, Webster undertook to instruct Vincent Astor, and in a short time the financier had acquired sufficient competence to fly by himself. In October, accompanied by Commander Yates Sterling, Astor practiced submarine spotting off New London, Connecticut.

At this time there were continual reports in the press of vast developments planned for the Burgess Co. and of orders for planes, in enormous quantity, that were just around the corner. However, these developments had a habit of drying up and blowing away, so to speak, and in late October, with the British order completed, it was found necessary to lay off 27 employees. They were told they would be called back if business improved.

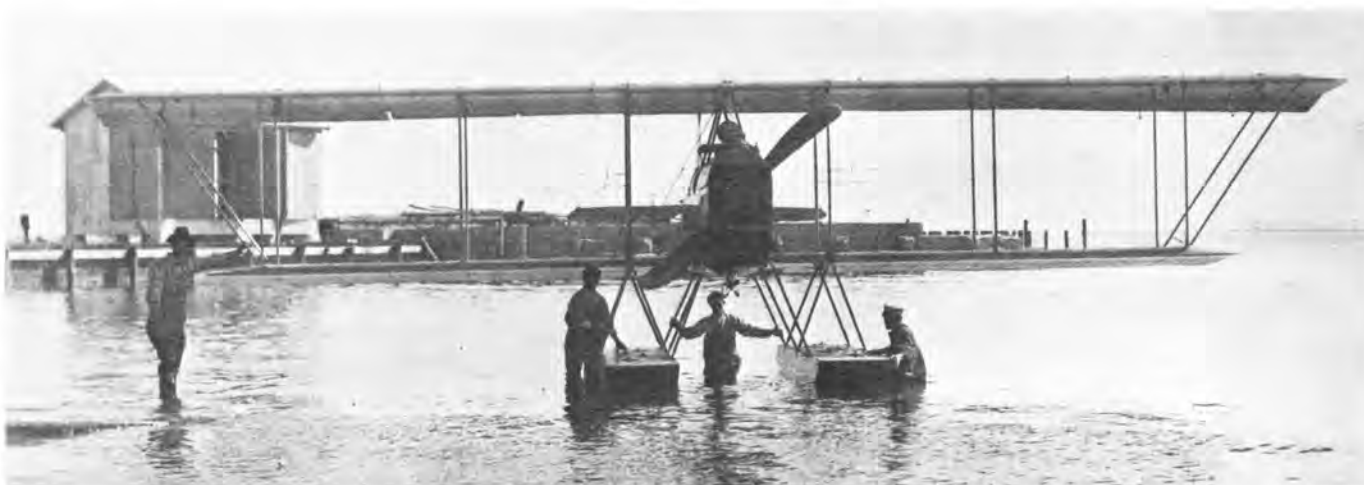
Still believing firmly in the future of the Dunne-type aeroplane, Starling Burgess sought constantly to widen its scope with new and improved models. Consequently, it was especially gratifying when, early in January, it was announced that the Collier trophy for 1915 had been awarded to W. Starling Burgess for his development of the Burgess-Dunne hydroaeroplane.

However, it is a truism that although trophies may be delightful to look at, they are no substitute for money. On February 10, 1916, the sale of the Burgess Company to the Curtiss Aeroplane and Motor Corporation was announced.

It had been rumored for some time. Also rumored was the sale price--\$900,000. It was agreed that Starling Burgess would remain in charge of the Marblehead plant, which would continue to manufacture Burgess aircraft and allow the designer to continue his work with the Dunes. At the same time, the Marblehead plant would be able to work on orders that could not be handled at the Curtiss plant at Buffalo.

For the time being the sale did not initiate any important changes in the conduct of affairs at Marblehead. W. S. Burgess was put on the Board of Directors of the Curtiss Co., while back home things rolled along about as usual with the exception, of course, that insolvency was no longer a problem.

During the month of March both Starling Burgess and Clifford Webster were at Pensacola while Webster demonstrated the Model S tandem tractor for the Navy. These planes were powered with Curtiss 85 hp engines, and built with a safety factor of eight. They were certainly



Burgess Model S tractor seaplane for the Navy, at Pensacola on October 28, 1916. (National Archives 80-G-103488)

rugged, but according to Mr. Webster the excessive weight resulted in a depressing performance. Climb was only 200 fpm. Navy engineers were of the same opinion, for in a memo to the Bureau of Construction and Repair, Assistant Naval Constructor J. C. Hunsaker remarked that the machines were under powered. However, six were eventually accepted and received the designating numbers A-70 to 75. According to the AIRCRAFT YEAR BOOK FOR 1919, these planes were finally equipped with Hall-Scott engines of 120 hp, which must have greatly improved their performance.

The war in Europe showed no signs of ending, and on our side of the Atlantic there was a gradual and feeble increase in preparations, about as adequate as a watering pot at the Chicago fire. To make up at least in part for the lethargy and inertia of the federal government's personnel, the Massachusetts Independent Aviation Corps was organized at Marblehead. The primary purpose of this group was to fly, and to train as many others to fly as possible. It was thought that when enough pilots had been produced to form a respectable body, application could then be made to be attached to a branch of the regular service. All in all, the Corps was rather typical of quite a few privately-inspired quasi-military groups active in the United States at the time.

Godfrey Cabot of Boston had been the prime mover in getting the Corps started, and he remained at the head of it. Greely S. Curtis held the rank of lieutenant, but Clifford Webster was the only member of the organization who was a professional pilot, although later on

the group acquired the services of Elwood "Gink" Doherty. Most of the members had considerable means, which was just as well, as the Corps proposed to purchase several airplanes.

Late in April, Webster started instructing members of the Independent Aviation Corps, and on May 29, he flew a Burgess-Dunne over Boston while passenger Godfrey Cabot dropped 1000 leaflets urging aerial preparedness. The Corps kept busy throughout the summer, and for several weeks during September the officers and men--about 35 in all--stationed themselves on an island in Salem Harbor which was equipped with hangars and the other appurtenances necessary to the care and fueling of aircraft. Aerial Age referred to the camp's location as Mystery Island, but this appellation, although romantic, is mistaken. The actual name is Misery Island.

The group broke camp September 30, and an official report stated that the experience had been worthwhile, the weather had been beautiful, and there had been flying almost every day. Four planes had been used: three Burgess-Dunnes and a new type known as the Model U.

The Model U was a single-float, two-place tandem tractor biplane with the usual Dep control that was, from all reports, not too difficult to fly and a pleasant machine to have around generally. Power was a 100 hp Curtiss OXX-2. The Burgess Co. ads featured this airplane for some time, carefully mentioning that the first one was in service with the Massachusetts Naval Militia. After a time the ads for this model stopped with never a mention of any other purchasers, so it



NAVY SCHOOL TRACTOR.

MODEL S.

This hydroairplane has been built to fill the demand for a very strong training machine which will control easily, be stable in flight, and strong enough to withstand the extremely hard service to which it is subjected.

Machines of this type have proven their worth by consistent and efficient service during the past season.

GENERAL SPECIFICATIONS.

Wing span	46' 6"
Length over all	30' 0"
Horse-power	125
Live load	750 pounds
Speed maximum	73 miles per hour
Speed minimum	41 miles per hour
Seating capacity	2
Fuel	4 hours

Model S from the Burgess catalog. (Smithsonian A-31-420b)



BURGESS TRACTOR HYDROAIRPLANE.

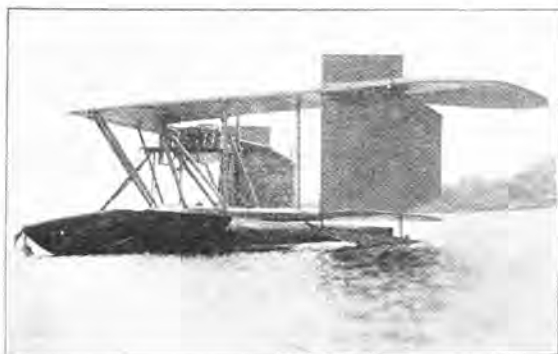
MODEL U.

A highly refined hydroairplane designed for coastwise scouting duty, and one that has been used very successfully for the training of pilots in this service. This type has been adopted by the Commonwealth of Massachusetts, for the use of its Naval Militia.

GENERAL SPECIFICATIONS.

Span	46' 0"
Length over all	30' 6"
Horse-power	100 Curtiss oxx2
Live load	640 pounds
Speed maximum	70 miles per hour
Speed minimum	40 miles per hour
Seating capacity	2
Fuel	4 hours

Model U from the Burgess catalog. (Smithsonian A-31-420b)



BURGESS-DUNNE FLYING BOAT.

MODEL BDF.

This is a boat which will fly as well as the hydroairplane. It is designed primarily for sportsmen who do not wish to lose the sensations of the speed boat, but who also wish to broaden their scope of pleasure by flying.

This machine embodies the ordinary characteristics of the straight wing type of flying boat, which has been used successfully by the United States and Foreign governments as well as by Sportsmen, but has the advantage of the inherently stable qualities as is found in all Burgess-Dunne machines.

GENERAL SPECIFICATIONS.

Wing span	53' 0"
Length over all	25' 2"
Horse-power	100 Curtiss 0xx2
Live load	560 pounds
Speed maximum	68 miles per hour
Speed minimum	43 miles per hour
Seating capacity	3
Fuel capacity	3 hours

Model BDF from the Burgess catalog. (Smithsonian A-31-420)

seems more than likely that the Model U was one of a kind.

During the summer of 1916 an unusual and attractive flying boat was developed, the Model BDF. It combined a Curtiss flying boat hull with the Dunne wings. It was a luxury item, designed for the wealthy sportsman and featuring special cushions, spray shields and especially painstaking workmanship.

Although a large airplane, the BDF was only two-place, which probably did nothing to help sales. A four-place flying boat might have had a better chance. The usual Dunne control was abandoned in favor of a single wheel control. According to Clifford Webster, the BDF required a particularly tricky takeoff technique, and this, too, would militate against sales. So far as is known, only one of these was ever built.

Another model turned out during the summer of 1916 was the BD Sportsman's Seaplane. Although advertised as having a Curtiss 100 hp OXX-2, it was also on occasion powered by a 140 hp Sturtevant. Similar, but not identical to, the Burgess-Dunne purchased by Harry Payne Whitney in 1915, the BD Sportsman's Seaplane was the type used by the 2nd Battalion of the New York State Militia.

A two-place, side-by-side Reconnaissance Type, Model BDH, was designed and built late in 1916. Although obviously designed with Navy (or Army) sales in view, the military was evidently not interested.

The question arises, why? The U. S. Army took one, and only one, Burgess-Dunne. The Navy used two--the AH-7 and the AH-10--and three others were ordered, to



BURGESS-DUNNE SPORTSMAN'S SEAPLANE.

MODEL BD.

This seaplane of moderate horse-power has gained great prestige in private use. It is absolutely self-balancing in flight, thus doing away with the constant movements of the controls, as is ordinarily required of the operator in flying.

In consequence of this it has been found that it is very simple to learn how to operate these machines. Pupils have been known to master the art of flying a Burgess-Dunne in five lessons, amounting in all to seventy-eight minutes of actual flying.

GENERAL SPECIFICATIONS.

Wing span	46' 0"
Length over all	23' 0"
Horse-power	100 Curtiss 0xx2
Live load	670 pounds
Speed maximum	69 miles per hour
Speed minimum	45 miles per hour
Seating capacity	2
Fuel	4 hours

Model BD from the Burgess catalog. (Smithsonian A-31-420c)

be designated the A-54 to 56. According to the Naval Aircraft Record of Acceptances these were delivered in 1918, but correspondence on file from the Burgess Co. to the Bureau of Construction and Repair suggests that this order may have been cancelled or settled at less than cost. In what respect were the Burgess-Dunnes wanting?

In her excellent book TESTING TIME, Constance Babington-Smith gives a reason why the Dunne aircraft failed to find acceptance with the British military:

As a designer Dunne's misfortune was that he was long ahead of his time. The attainment of his fanatically single-minded ideal had little influence on contemporary design. For although at the beginning of the First World War it was thought that safe stable aircraft for reconnaissance were the prime need, the coming of the fighting scout meant that something utterly different was wanted: an aircraft that was 'quick as a squirrel' on the controls.

Over here there were additional reasons. We would rely heavily on foreign-designed aircraft, and for the sake of uniformity it doubtless seemed wise to drop a design that was, in this country, unique. Too, Starling Burgess was the only designer in the United States who was familiar with the Dunne. To a military administration planning for vast production, this was no asset.

The death knell of the Burgess-Dunne was finally sounded on August 12, 1916, when the Secretary of the Navy and the Secretary of War agreed that from that



BURGESS-DUNNE RECONNAISSANCE TYPE

MODEL BDH

The Burgess Company, being the sole licensee for the Dunne patents, has, through the development of these patents, produced several remarkable types of inherently stable seaplanes.

The features of this special machine are the commodious usage of new construction, enabling side by side seating, and the advanced form and construction of the wings.

In the operation of this machine the pilot need only devote himself to keeping the machine on its course. This enables him to fly long distances without fatigue and make observations at his leisure.

GENERAL SPECIFICATIONS.

Wing span	46' 0"
Length over all	31' 0"
Horse-power	140
Live load	350 pounds
Speed maximum	70 miles per hour
Speed minimum	40 miles per hour
Seating capacity	2
Fuel capacity	4 hours

Model BDH from the Burgess catalog. (Smithsonian A-31-420c)

time on all aircraft of both services were to use the Deperdussin system of control. Now, you could remove the two-stick control from a Dunne and operate it by a wheel, but no matter what you did, it was still a different airplane with a different control system.

It is so customary as to be platitudinous to assert that World War I gave a great impetus to aviation, but there are intelligent critics who question this, who aver that because of the peculiar needs of the military the natural development of aircraft was distorted and otherwise fertile ideas either squelched entirely or channeled into narrow military requirements. It may be so. And, although it is certainly profitless to speculate on what would have happened if World War I had been prevented, one can venture to guess that the Dunne type might have had a future. In so far as safety goes, it was ideal for the civilian pilot, and had it become popular, quite a number of pilots whose lives terminated abruptly after an involuntary stall, might still be around. But with the war the market for purely civilian aircraft dried up, and the Burgess-Dunnes faded from the scene.

One very special Burgess-Dunne was built and equipped for the War Department in the fall of 1916. This plane was designed to the requirements of John Hays Hammond, Jr., who was planning extensive experiments with radio-controlled torpedoes. It was a big biplane with positive stagger and a span of 46 feet. The wings were tapered. Weighing 2020 lbs, the plane could carry fuel for a four-hour flight with a crew of two and 200 lbs of radio equipment. Captain Shepler W.

Fitzgerald, U.S.A. was in charge of these experiments, which, of course, were secret.

At the end of 1916 the Burgess Company was working on additional military orders, but the story of these aircraft belongs to 1917-1918, which was destined to be the last two years of Burgess Company activity.

NOTES ON BURGESS AIRCRAFT

The first Navy Burgess-Dunne--the AH-7--was described in the Winter 1966 JOURNAL. It was quite similar to the B/Dunne sold to Canada, except that the AH-7 was set up as a side-by-side trainer.

The Army Burgess-Dunne was also described in the Winter JOURNAL. At the time it was noted that there was considerable confusion as to what engine went in this model. A helpful letter has been received from Robert Casari, who writes that although a 100 hp Renault was ordered for this plane, his records indicate that the engine finally installed was a 120 hp Salmson.

The "bustle" at the midsection of the wings of both the Army Dunne and the AH-7 is conspicuous.

The unsuccessful Burgess-Dunne was one of three ordered by the Navy and designated the A-54 to 56. Many sources, including the National Archives, incorrectly designate the A-54 as the AH-10, and at the same time also--correctly--designate the enclosed side-by-side Dunne as the AH-10. Clifford L. Webster studied the photos and straightened out the labels for this article.

Where possible, information has been reproduced here from the Burgess Company catalog, and this applies to the Model O. The figures cannot be guaranteed as accurate; in a letter to the writer J. M. Bruce noted that Harry Busteed flew the first Gunbus (#3657) for a speed test that indicated the top as 76 mph.

Aerial Age, Vol. 2 No. 12, December 6, 1915, remarks that "the Burgess pusher biplanes are undergoing tests at Hendon and are especially noticeable for their efficiency, speed and climbing ability."

Although British sources show 36 Gunbuses purchased, for some reason the Burgess Co. usually referred to the number as 48. The reason for this discrepancy remains a mystery.

Flying, Vol. 4, No. 18, September 1915 ran a three-page article with 8 photos entitled "Vincent Astor's Seaplane" which reads like a sales brochure but does give considerable information about this model. The weight is given as 2400 lbs and the speed as better than 65 mph. The hydroplane hull was 18 feet long and 30 inches wide.

The first Model S--the A-70--is listed on the Navy Record of Acceptances separately from the other five, although evidently all six were delivered during 1916. All are listed as being powered with Curtiss OXX 85 hp engines. However, the letter from J. C. Hunsaker to the Bureau of C & R remarks:

"There are also on order six school machines, of which one has been underpowered and will not climb well. In case a better showing is made, these machines could be delivered early in September...." From this, it seems evident that the change to greater horsepower was made before delivery.

Aerial Age, Vol. 4, No. 9, November 13, 1916 gives a fairly thorough description of the Tractor Hydroairplane Model U, with photo, 3-view drawing and a performance graph. The dimensions and figures differ only slightly from the ones given in the Burgess catalog.

Aerial Age, Vol. 3, No. 26, September 11, 1916 featured on pp 779 and 794 a good photo and description of the BDF flying boat. The short article makes no mention of the unusual takeoff procedure necessary, but Clifford L. Webster well remembers the difficulties with this model.

The Reconnaissance Type BDH was described in detail with two photos on page 505 of Aerial Age, Vol. 4, No.

20, January 29, 1917. The dimensions are essentially the same as those given in the Burgess catalog.

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Periodicals: Flying (monthly) and Aerial Age Weekly provide good coverage of this period. Both these magazines were published in New York, and are on file at the Widener Library, Harvard University. The newspaper material is from the Lynn Daily Evening Item, which is on file at the Essex Institute, Salem, Massachusetts.

ACKNOWLEDGMENTS: Many people were of assistance in providing material for this article, but I should like to thank especially Mrs. Helen B. Bolster, R. M. Bruce, Robert Casari, George Fuller, Robert Gould, T. A. Hodgdon, Lee M. Pearson, David H. Proper, H. Roy Waite and Clifford L. Webster. The information regarding the flight characteristics of Burgess-Dunne models was due, of course, to Mr. Webster, who had more experience with these unusual aircraft than any other pilot ever did.

EDITOR'S NOTE: Preceding this fourth part of "The Burgess Story" in the JOURNAL were: Part 1 - 1910 in Vol 10, No 2; Part 2 - 1911-1912 in Vol 10, No 4; and Part 3 - 1913-1914 in Vol 11, No 2. These earlier parts covered the entry into aviation activities of W. Starling Burgess and the formation and development of the company bearing his name. Part 5, which will appear in either the Spring or Summer issue of the JOURNAL next year, will tell of the last two years of operation of The Burgess Company, under the Curtiss organization, and its end less than a year after Starling Burgess severed all connections with the company to report for military duty in Washington.

The telling of The Burgess Story has become one of the finest accomplishments of the JOURNAL, and it would never have been possible without the wonderful work and dedicated research of Bart Gould, who lives at 15 Walnut Street, Newburyport, Mass. 01950.