

Burnelli next obtained a contract from Hudson Motor Company to use the RB-2 as a flying automobile show room. A shiny black Essex two-door sedan was installed inside the fuselage. (Holes drilled through the body allowed the airplane's structural bracing wires to pass through.) George Franaitis later related that he had lifted the auto's hood to examine the engine and to his surprise found none. The airplane and its cargo made flying visits to various cities to promote sales of the Essex, and, incidentally, to demonstrate the capabilities of the Burnelli Freighter.

Burnelli further conceived a new, improved design which became known later as the CB-16, a monoplane with a "high-rise" tail for more effective control and a retractable landing gear. Unfortunately, before construction was undertaken, Mr. Garvan died. Not having the same faith in aviation, the Garvan family withdrew their financial support and the company was dissolved, thus ending the need for the GARVAN-BURNELLI AIRCRAFT CORP. The RB-2 and subsequent Burnelli airplanes were cut up as scrap at the Uppercu hangar at Keyport, N. J.

EPILOGUE

Vincent Burnelli left Hartford and through the years went on to build eight more "lifting body" designs. However mass production of his aircraft eluded him. He attributed this to political complications and legal problems. When he died on June 22, 1964, he had just completed a design for a turbo-jet powered version of the lifting body with the jet engines mounted on pylons above the wing. He believed that this engine arrangement would reduce the engine noise reaching the ground. Burnelli was one of aviation's great and imaginative aircraft designers. One can only speculate whether or not his last jet-powered lifting body configuration would have provided the "scientific breakthrough" for which he had been searching most of his life.

NOTE

1. Messrs. Pranaitis and Ertman are both Founding Members of the Connecticut Aeronautical Historical Association.

LAST BURNELLI AIRPLANE THREATENED

For several years the last Burnelli airplane, the Cancargo CBY-3 "Loadmaster," has sat forlornly in the weeds at Baltimore's Friendship International Airport. In late 1968 Mrs. Vincent J. Burnelli was notified by the airport management to remove the airplane or it would be destroyed. The airplane has been owned by the Burnelli Avionics Corporation, inactive since Mr. Burnelli's death. As there seemed little likelihood that the CBY-3 would be utilized further, Mrs. Burnelli began a last ditch effort to preserve the airplane.

CBY-3 was first offered to the National Air and Space Museum but reluctantly declined because of its size and the lack of display space. Mrs. Burnelli then offered it to the Connecticut Aeronautical Historical Association. The offer was accepted with the provision that the airplane be delivered to the CAHA at Bradley International Airport, Windsor Locks, Conn. The Association agreed to restore it as a non-flying display and to create an exhibit on the life and work of Vincent J. Burnelli.

David Fox, of Kingston, N.Y., and Cole Palen of Old Rhinebeck Aerodrome, both A.A.H.S. Members, voluntarily pitched in to help save the airplane, to raise funds and equipment to bring the CBY-3 to Bradley Airport. After long study, the only sensible means to move the airplane to Bradley seemed to be to fly it there. The width of the fuselage — twenty feet — makes overland movement by truck or rail impracticable. However, as of mid-1969, it will require work to put it in flying condition. Control surfaces require recovering, power plants must be obtained and installed, new tires put on, control cables and instruments repaired, and many other details accomplished before it could take to the air again.

The CBY-3 was designed and built by the Cancargo Aircraft Mfg. Co., Ltd. Division of Canadian Car & Foundry, at Dorval Airport, Montreal in 1945-47. It is of all-aluminum alloy construction and originally used Pratt & Whitney Twin Wasp 2SD13-G engines. These were later replaced by Wright R-2600 "A" series engines.

EDITOR'S NOTE: As this issue of the JOURNAL was being prepared we received word that other problems have beset the rescue of CBY-3. See NEWS & COMMENT Section.

TO MOON AND BACK

We pause to give honor to the Astronauts, Neil Armstrong, Edwin Aldrin, and Michael Collins, whose brilliant and flawless performance in landing on the moon and returning to earth defies mere words to describe. Honor must go, too, to those men here on earth who made the magnificent decisions involved. Those of us who have participated in this gigantic space program can appreciate the courage needed, not only to lay one's life on the line in the journey to the moon, but also to weigh the imponderables and come to the conclusions that would commit men's lives and fortunes for many years to come. Indeed, the economic fate of all of us here on earth are touched.

To quote von Braun, "The space program is doing what war used to do. For the first time in history a non-military program is making enough demands on human ingenuity."

We already see the many places where space-developed technology has found its way into our daily lives, in communications, metallurgy, chemistry, life support, and others innumerable. We must enlarge and continue that application to the immense problems of our environment here on earth. Therein lies the promise, and the destiny. (Editor)

