

MUNITIONS INDUSTRY

HEARINGS

BEFORE THE

SPECIAL COMMITTEE

INVESTIGATING THE MUNITIONS INDUSTRY

UNITED STATES SENATE

SEVENTY-THIRD CONGRESS

PURSUANT TO

S.Res. 206

A RESOLUTION TO MAKE CERTAIN INVESTIGATIONS
CONCERNING THE MANUFACTURE AND SALE
OF ARMS AND OTHER WAR MUNITIONS

PART 6

SEPTEMBER 17 and 18, 1934

PRATT & WHITNEY AIRCRAFT CO.
AND
UNITED AIRCRAFT EXPORTS, INC.

Printed for the use of the
Special Committee Investigating the Munitions Industry



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1934

Edwin H. Godfrey, engineer, hired 6/1/20, paid to 8/15/25, cleared 8/15/25. Reinstated 1/27/30, paid to 12/31/30, cleared 12/31/30. Reinstated 7/13/32, paid to 8/5/32, cleared 8/5/32. Reinstated 4/17/33, paid to 1/17/34, cleared 1/17/34.

John J. Borrup, superintendent experimental machine shop, hired 12/1/19, paid to 7/31/25, cleared 7/31/25.

Donald L. Brown, materials superintendent, hired 11/15/20, paid to 7/31/25, cleared 7/31/25.

William A. Willgoos, foreman, hired 12/1/19, paid to 12/24/25, cleared 12/19/25.

Phillip Treffert, draftsman, hired 12/1/19, paid to 8/31/25, cleared 8/31/25.

Should there be any other information you may require, we will be indeed glad to furnish it.

Yours very truly,

WRIGHT AERONAUTICAL CORPORATION,
G. W. VAUGHAN, *President*.

GWV:HER

EXHIBIT No. 537

BUREAU OF AERONAUTICS

U.S. Navy contracts with Wright Aeronautical Corporation prior to 1926 for the development of a 400-hp. or above air-cooled radial engine

C-58746 of October 9, 1923, for 3 model P1 engines of 400 hp-----	\$118,240.18
C-64097, dated June 20, 1925, for 6 R-1200 engines of 350 hp-----	90,773.88
C-64483, dated July 21, 1925, for 12 model P2 engines of 400 hp-----	204,750.00
C-66648, dated March 15, 1926, for 2 modified model P2 engines----	47,534.00

EXHIBIT No. 538

[Excerpt]

Vol. 39.

No. 3.

JOURNAL OF THE AMERICAN SOCIETY OF NAVAL ENGINEERS

(August 1927)

AMERICAN AIR-COOLED AIRCRAFT ENGINES

(By Commander Eugene E. Wilson, U.S.N. Member)

(Page 537:)

It was the appreciation of these possibilities, after careful analysis, which resulted in the Navy's undertaking in conjunction with Mr. Lawrance the development of the Wright "P-1" 400 H.P. fixed radial engine. At the time the "P-1" was undertaken we were inexperienced in the design of the radial. As a result the "P-1" engine did not progress as rapidly as was necessary, and we were forced to continue utilizing the water-cooled engines. Naturally, every effort was made to improve and refine the water-cooled engine pending the development of the air-cooled, and so we found ourselves developing the air-cooled engine's competitor right alongside the air-cooled engine. This made the path of the air-cooled engine more difficult as we went along, but the final result was the more complete.

In the summer of 1925 Mr. F. B. Rentschler organized the Pratt & Whitney Aircraft Company, Hartford, Conn., for the express purpose of accelerating the development of the 400 H.P. engine. Mr. George J. Mead, who had wide experience with the Wright Aeronautical Corporation in the manufacture of the "Whirlwind" engine for that corporation, became chief engineer. The Pratt & Whitney Company started out with a clean slate. Mr. Rentschler's experience in the aeronautic world was unexcelled. The facilities of the Pratt & Whitney Company are well known throughout the world. It was to be expected, then, that the final result would be gratifying.

Quantities shown in exhibit 537 partially confirmed in Summary of Wright engine shipments 1920-1930. The Wright summary shows 14 engines shipped, but only 12 were built. Two were modifications.