

THE FRANKLIN INSTITUTE OF THE STATE OF PENNSYLVANIA

For the Promotion of the Mechanic Arts

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Committee on Science and the
Arts Cases No. 2962 and No. 2963.

Hall of the Committee,
Philadelphia, December 14, 1932.

Report of Special Sub-Committee on recommending awards of The
Franklin Medals.

- Sub-Committee: Doctor James Barnes, Chairman
- Mr. Charles E. Bonine
- Mr. G. H. Clamer
- Doctor H. J. M. Creighton
- Mr. Benjamin Franklin

To the Committee on Science and the Arts:

Your Special Sub-Committee begs to report that it recommends unani-
mously for your consideration the following two men as recipients of Franklin
Medals for 1933 - To wit:

DOCTOR ORVILLE WRIGHT, of Dayton, Ohio,

"In recognition of the valuable investigations carried

COMMITTEE ON SCIENCE AND THE ARTS, THE FRANKLIN INSTITUTE

1 out by him and his brother, Wilbur, from which they ob-
2 tained the first reliable scientific data concerning the
3 principles of flight and the design of aeroplanes, upon
4 which they constructed the first heavier than air machine
5 which flew by its own power under human control";

6 and

7 DOCTOR PAUL SABATIER, of Toulouse, France,

8 "In recognition of his numerous and fruitful contributions
9 to the general field of chemistry and especially to organic
10 chemistry, in which he discovered the catalytic activity
11 of finely divided common metals and devised methods for
12 their use in science and industry".

13 DOCTOR WRIGHT.

14 Doctor Wright was born in 1871. He is a member of numerous scien-
15 tific societies and has been awarded a number of medals including the Elliott
16 Cresson Medal of The Franklin Institute.

17 On December 17, 1903, at Kitty Hawk, he and his brother were the
18 first to fly, alternately, a heavier-than-air machine propelled by a motor and
19 guided by a system of controls invented by them. They also made the first wind tunnel.

20 Doctor Wright is the author of eleven papers and he has been
21 granted fifteen patents. A list of these papers and patents is attached to this report.

22 DOCTOR SABATIER

23 Doctor Sabatier was born in 1854. He is Professor of Chemistry
24 at the University of Toulouse. His chemical investigations are very numerous
25 numbering over a hundred papers and he is the author of three books. A list

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ORVILLE WRIGHT

Papers

- Address at the National Parks Conference under the Auspices of the Department of Interior - "Flying", Vol. 6, No. 1 (Feb., 1917) p. 64
- "How We made the First Flight" - "Flying", Vol. 5, Nos. 103, 104 (Jan. 8, 1917)
- "Sporting Future of the Airplane. Reduced Landing Speeds and Essential Factor" - U.S. Air Service, Vol. 1 (Feb., 1919) pp. 4-5 illus.
- Wright's first statement since the War - "Who will Attempt to Predict What Airplanes Can Do at the End of Another Eighteen Years" - U.S. Air Service, Vol. 6, No. 5 (Dec., 1921) p. 8
- "Possibilities of Soaring Flight" - U.S. Air Service, Vol. 7, No. 11, (December, 1922) pp. 7-9 illus.
- Wright, Orville and Wilbur. "Early History of the Airplane" - Dayton-Wright Airplane Company, Dayton, Ohio, 1922, pp. 24.
- "How We Made Our First Flight" - Aviation, Vol. 15, No. 25 (Dec. 17, 1923) 737-41, illus.
- "The Wright Brothers Airplane" (Orville and Wilbur Wright) Aviation, Vol. 15 (Dec. 17, 1923 - 732-37; U.S. Air Service, Vol. 8, No. 12 (Dec., 1923) pp. 26-32 illus.
- "Orville Wright Forecasts Aircraft Expansion" - U.S. Air Service, No. 11, Vol. 10 (Nov., 1925) pp. 20-22 illus.
- "Our Early Flying Machine Developments" - Slipstream, Vol. 6, No. 1, January, 1925, Dayton, Ohio, pp. 11-15 illus.
- "Our Early Flying Machine Developments" - Slipstream, Vol. 8, No. 9, Sept., 1927, pp. 15-16 illus.

Patents - United States

| | | | |
|---------------|------------------|-----------------------------------|-------------------------|
| No. 821,393 | May 22, 1906 | Flying Machine | Orville & Wilbur Wright |
| No. 987,662 | March 21, 1911 | " " | " " " " |
| No. 1,075,533 | Oct. 14, 1913 | " " | " " " " |
| No. 1,122,348 | Dec. 29, 1914 | " " | " " " " |
| No. 1,179,990 | April 18, 1916 | Lubricator for Air Compressors | Orville Wright |
| No. 1,504,663 | | Airplane | " " & J.M.H. Jacobs |
| No. 1,523,989 | January 20, 1925 | Toy | Orville Wright |
| No. 1,823,225 | Sept. 15, 1931 | Control for Fluid Pressure Brakes | " " |

English Patents

| | | | |
|-------------|----------------|-----------------------|-----------|
| No. 6,732 | March 19, 1904 | Aeronautical Machines | O. Wright |
| No. 24,076 | Nov. 10, 1908 | Flying Machine | " |
| No. 24,077 | " " " | " " | " |
| No. 2,913 | Feb. 6, 1909 | " " | " |
| No. 19,683 | Sept. 11, 1914 | Aeroplanes | " |
| No. 19,684 | " " " | " | " |
| No. 180,996 | 1922 | " | " |

Presentation of John Fritz Medal - May 7, 1920 (From "Mech.Eng." Vol.42, No. 6, p.364

"The first speaker was Major General George O. Squier, Chief Signal Officer, U.S.A., who as an officer of the Signal Corps in 1908 presided over the brothers over officers that prepared the specifications and supervised the acceptance tests of the Wright planes and in this connection became very closely connected with the Wright Brothers. He related the incidences connected with the first flight at Fort Myer and gave the history of the first flight abroad. He paid tribute to the concentration and thoroughness, reticence of speak and capacity for work of the two Wright brothers and called attention to the fact that these characteristics made them great as engineers. He made it clear that the pains-taking pioneer work of the Wright brothers furnished the foundation for the rapid and sure development of the airplane and in closing saluted Mr. Wright as the most distinguished engineer in the world.

"Edward A. Deeds, former Colonel in the Signal Corps, member of the Aircraft Products Board and a life-long friend of the Wright brothers told of the early work of the two brothers in Dayton in a delightfully informal and intimate way. He spoke of their inspirations, their early success and especially their failures which made it necessary for them to develop by laborious research the first basic theory for their future work. He dwelt on the thoroughness with which the design of their first plane was consummated, with the result that present designs differ little from the original of the Wright brothers. In closing he spoke particularly of the remarkable team work with which Wright brothers worked and risked their lives and of the wonderful sacrifices made by the entire Wright family to the end that man might fly."