

Duesenberg Aircraft Engines by William Pearce
Changes incorporated into Revision 20130329

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During this time period Duesenberg introduced a centrifugal supercharger for its straight-eight engine, with the help of Dr. Sanford A. Moss, and numerous records were set by Duesenberg-powered machines.

Fred, now serving as Vice President of Duesenberg Inc., went on to design the Duesenberg Model J.

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Fred and Augie Duesenberg began designing this valve gear in 1910, and it was originally described in their *Internal Combustion Engine* patent application of April 1913.

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They sold the walking beam engine production rights to the Rochester Motors Corporation of Rochester, New York.

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In a letter dated February 5, 1916, Fred Duesenberg indicated that his company had received a deposit from M.F.P for the engine, then under construction, with the purchase of additional units expected. However, it appears the aircraft was never built. It is not known if issues with the V-12 engine resulted in the Model D not being built or if the aircraft not being built led to the abandonment of the engine.

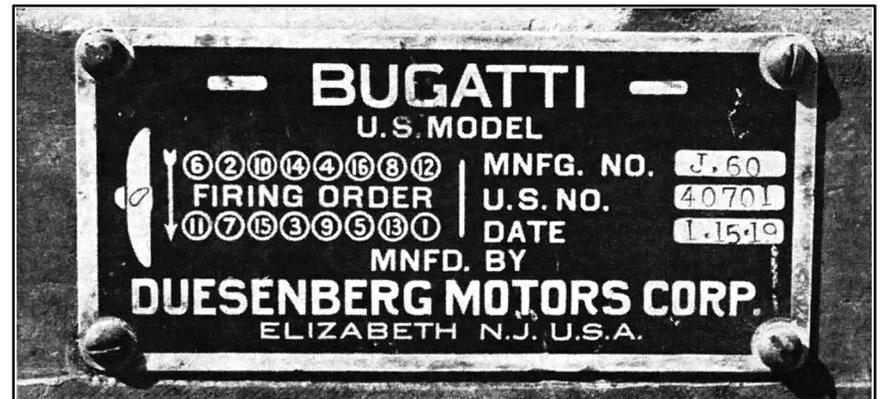
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However, it appears Duesenberg continued to assemble engines into January 1919, with perhaps 60 being made.

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The King-Bugatti-powered LUSAGH-11 under construction at the Packard factory in Detroit, Michigan at the end of August 1918. Note the exhaust manifold combining the 16 individual exhaust stacks into one vertical pipe and the radiator below the propeller shaft. This aircraft was never completed.



The data plate on a King-Bugatti engine bearing the manufacturing number J.60 and indicating it was built on January 15, 1919, over two months after the Duesenberg/King-Bugatti contract was cancelled by the U.S. government.

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The order was later expanded to include two engines of each type, with one pair going to the Army and the other pair to the Navy.

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The piston was 5 1/4" long and had a 1 1/2" diameter wrist pin.

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This engine is a geared drive version and, including display stand, was part of the Frank Srp estate sold at auction in late April 1969. The engine and stand were donated to the museum by Dee and Georgia Howard of San Antonio, Texas. After World War II, Dee Howard converted surplus Lockheed Venturas into executive transport aircraft, which he named *Super Venturas*. This line of aircraft ultimately led to the *Howard 500*. In the Jet Age, Howard developed thrust reversers and various performance upgrades for business aircraft. Dee Howard was an avid car collector and had amassed a large assortment of Duesenberg engine and automotive parts. He passed away on February 12, 2009.