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The Orenco Type A trainer. Note the front wheel to prevent nose overs.

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The engine was tested at McCook Field in Dayton, Ohio and then sent to the Duesenberg plant. Charles Brady King of the Signal Corps was sent to test and rework the engine as needed. During a run in February 1918, the prototype U-16 engine blew apart because of a structural weakness.

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The end result of all these changes was an engine that was easier to manufacture, lighter, more powerful, and more reliable. Delays with manufacturing the engine (and the crankshaft in particular) resulted in the first engine that met production specifications being run in July 1918. However, fuel and oil consumption were high.

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By early November 1918, about 11 King-Bugatti production engines had been delivered; six engines were sent to Packard for installation in Packard-LePère aircraft that were under construction, four engines went to the Air Service, and one engine went to McCook Field.

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A few King-Bugatti engines were sold as surplus, including two that powered A. L. Judson's *Whip-Po'-Will Jr.* race boat.

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Packard-LePère LUSAC-21

The King-Bugatti engine was installed in three LUSAC-21 airframes. While the first aircraft flew in November 1918, it is doubtful the others were ever flown... In addition, the LUSAC-21 used a four-blade propeller.



The LUSAC-21: perhaps the only King-Bugatti-powered aircraft to fly. Note the vertical exhaust stack in front of the upper wing. The nose of a Liberty-powered LUSAC-11 can be seen in the background at left. Although not apparent in this image, the two aircraft were very similar.

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Packard-LePère LUSAGH-11 Specifications—span 47' 1"; length 26'; height 10' 10"; wing area 601 ft²; empty weight 4,100 lb; gross weight 5,620 lb; range 278 mi; landing speed 61 mph; max speed 117 mph.

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Reportedly, the geared drive Model H was ready for its official test on December 31, 1918, but no full power readings were ever made because the engine had considerable trouble and ultimately failed due to a structural weakness before the runs were completed.

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Engine:

Model H (Specifically, H-1 was the geared version and H-2 was the direct drive version.)