



DEPARTMENT OF THE AIR FORCE
WASHINGTON DC

OFFICE OF THE ASSISTANT SECRETARY

24 AUG 1998

SAF/AQRT
1060 Air Force Pentagon
Washington DC 20330-1060

Mr. Chalmers H. Goodlin
Chairman & President
The Burnelli Company, Inc.
2506 Ponce De Leon Boulevard
Coral Gables, Fl. 33134

Dear Mr. Goodlin

Department of Defense Secretary Cohen asked me to respond to your letter of July 17, 1998 regarding Burnelli aircraft designs. I have reviewed your latest correspondence and, as explained to you in previous correspondence, cannot find any new information that would provide justification for overturning the findings of the 1941 U.S. Army Air Corps report concerning Burnelli aircraft designs. Consequently, we do not plan to take any further action and consider this matter closed. Future inquiries on this subject will be met with the same response.

Thank you for your kind words regarding Secretary Cohen. I wish you well in your future endeavors.

Sincerely


JACK L. BLACKHURST, Col, USAF
Associate Deputy Assistant Secretary
(Science, Technology and Engineering)

THE BURNELLI COMPANY, INC.

2506 Ponce De Leon Boulevard, Coral Gables, Florida 33134
Tel: (305) 448-0574 & 448-6227 Fax: (305) 448-8589

July 14, 1999

Via Certified RRR mail #: Z 428 390 062

The Hon. William Cohen
Secretary of Defense
Department of Defense
The Pentagon
Washington, D.C. 20301

Dear Secretary Cohen,

Last year, we appealed to you for a Department of Defense correction of the terrible injustice that has been done to our company founder Vincent J. Burnelli and his company as well as the American taxpayer and the travelling public since 1941. Regrettably you passed my appeal to USAF Colonel Jack L. Blackhurst, Associate Deputy Assistant Secretary, (Science, Technology & Engineering). Colonel Blackhurst obviously followed brush-off instructions for no self-respecting professional would write such an insincere, vacuous letter.

Once again, I enclose for your personal perusal a copy of General H.H. Arnold's September 19, 1939 letter of recommendation to the Secretary of War concerning the Burnelli aircraft principle of design and a copy of the conclusions page from a 1941 U.S. Army Air Corps Proceedings of a Board of Review Report. Even you have the technical qualifications to ascertain quickly that the technical asseverations listed on this conclusions page directly contradict the glowing technical recommendations detailed in:

- General Arnold's September 19, 1939 letter,
- TD-003 technical report detailing the superiority of the Burnelli Principle of design, prepared by NACA's famed Dr. Max Munk with the help of USAF Chief of Airplane Design for 43 years, Jean Roche, and the well-known aerodynamicist Dr. Alexander Klemin of New York University of March 1943 (enclosed). This report includes the original 1939 Wright-Field report used as a basis for General Arnold's letter of September 19, 1939 to the Secretary of War.
- the Colonel Harold Hartney report of July 3, 1943 (supplied to General Fogleman)

It is also pertinent that four ex-Wright Field commanding generals and patriotic professionals - Royce, Frank, Knerr and Spaatz - joined the Burnelli Company in the late 50s as unpaid directors in an effort to lend their influence to overcome the conspiracy. They were joined in 1960 by the highly respected Jean Roche, USAF Chief of Airplane design for 43 years.

Further, technological developments since 1941 have conclusively proven that the Burnelli principle of design has always been correct. Confirmation of this is the fact that the Department of Defense has purchased aircraft embracing misappropriated Burnelli technology such as the F-14, F-15, F-22, B-2 and the Aurora. And NASA's latest research with the BWB and the X-33 is further proof that the technical asseverations contained in the 1941 report were totally false and

the 1939 Wright-Field report, the 1943 Munk report and the 1943 Hartney report were totally correct.

As though the evidence presented above weren't enough, further conclusive evidence has now appeared on page 49 of the July 12, 1999 issue of Aviation Week and Space Technology which displays an airplane which clearly embraces Burnelli Lifting-Body technology. This advertisement is headed the "TUAV - TRW Sentry Team" which is made up of S-TEC Unmanned Technologies, Inc., Israel Aircraft Industries, and TRW, Inc. Considering the circumstances whereby the Department of Defense has deliberately kept the Burnelli Company prostrate since 1941 by disseminating the technical falsifications regarding Burnelli technology from the 1941 USAAC report, we are outraged to see true Burnelli technology appearing in an aircraft which is obviously being funded by the Department of Defense. It is particularly troubling to see that Israel Aircraft Industries is participating in this TUAV - TRW Sentry Team program and our enclosed letter of this date to the TRW Sentry team, explains why.

Over the past four decades, the Department of Defense has used the 1941 fraudulent document to deny the Burnelli Company its inalienable right to produce its own superior technology, despite numerous and fully documented requests for a retraction of the technical falsifications. These Department of Defense refusals reflect a perpetual restraint of trade and the magnitude of the damages inflicted upon the American taxpayer and the travelling public represent a crime against humanity. Now, it is apparent that the Department of Defense is again funding contractors, which include a foreign company, to steal our superior American Burnelli technology. This despicable D.O.D. treatment of the Burnelli company since 1941 embraces all the ingredients of an evil hate crime. As the Secretary of Defense of the United States of America, isn't it your sworn duty to protect America, Americans and their property?

In light of the above, we demand and expect you to retract the technical falsifications from the 1941 report without further bureaucratic procrastination and to immediately stop funding foreign and American manufacturers who steal Burnelli proprietary technology.

Thank for your prompt action. We look forward to your response.

Sincerely,

THE BURNELLI COMPANY



Chalmers H. Goodlin
Chairman & C.E.O.

cc: List



DEPARTMENT OF THE AIR FORCE
WASHINGTON, DC

OFFICE OF THE ASSISTANT SECRETARY

4 August 1999

SAF/AQRT
1060 AIR FORCE PENTAGON
WASHINGTON DC 20330-1060

Mr. Chalmers H. Goodlin
Chairman & C.E.O.
The Burnelli Company, Inc.
2506 Ponce De Leon Boulevard
Coral Gables, FL 33134

Dear Mr. Goodlin,

Secretary of Defense Cohen asked me to respond to your letter of July 14, 1999, regarding an alleged injustice done to Vincent J. Burnelli, and the Burnelli Company.

We have thoroughly reviewed your latest correspondence and the materials attached to it. Our review found no new information that would support your allegations, and provided no new information that could be used as justification for retracting the 1941 U.S. Army Air Corps report concerning Burnelli aircraft designs. Consequently, the Air Force does not plan to take any further action and considers this matter closed.

Sincerely

A handwritten signature in black ink that reads "Paul W. Coutee".

PAUL W. COUTEE, Lt Col, USAF
Associate Deputy Assistant Secretary
(Science, Technology and Engineering)

THE BURNELLI COMPANY, INC.

2506 Ponce De Leon Boulevard, Coral Gables, Florida 33134
Tel: (305) 448-0574 & 448-6227 Fax: (305) 448-8589

August 27, 1999.

Via Certified RRR mail #: Z 428 484 471

The Honorable William Cohen
Secretary of Defense
The Department of Defense
The Pentagon
Washington DC 20330-1060

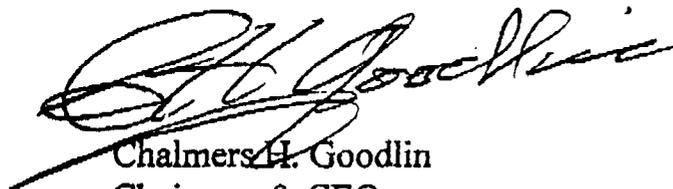
Dear Secretary Cohen,

I received your response to my letter to you of July 14, signed by Colonel Coutee. Curiously, his letter is dated August 4, 1999, but it arrived at our office on August 25th. Regrettably, the Coutee letter was virtually a duplicate of the one sent to me on August 24, 1998, by Colonel Blackhurst and is, of course, an unacceptable response to my sincere request.

You have repeatedly refused to recognize the facts and the truth which totally refute the technical asseverations, listed in the conclusion page 5 of the 1941 U.S. Army/Air Corps Proceedings of a Board of Review report. Therefore, I have prepared an affidavit which I request you to have executed by the USAF's most senior aeronautical engineer. The execution of this document should bring to an end the decades of fruitless correspondence between the Burnelli Company and the Department of Defense. Please return the duly filled out, signed and notarized affidavit within 20 days of receipt.

I trust you will find this a simple, honest and straightforward method of satisfactorily resolving this unfortunate matter.

Sincerely,



Chalmers H. Goodlin
Chairman & CEO

Enclosure
CHG/av
cc: List

AFFIDAVIT OF TRUTH

I, _____, currently holding the position of _____
_____ in the United States Air Force, the undersigned, do affirm,
declare and depose as follows:

1. I am competent to state the matters set forth herein.
2. All the facts stated herein are true, correct and certain, admissible as evidence, and if called upon to testify, I will affirm their veracity.
3. I have carefully studied the below listed technical asseverations, extracted from the conclusions page 5 of the September 19, 1941 U.S. Army Air Corps Proceedings of a Board of Review Report pertaining to the Burnelli lifting-body principle of aircraft design.
4. The statements made below are based upon my full technical knowledge as the USAF Chief Aeronautical Engineer, more formally known under the title of _____.
5. That conclusion a) on page 5 of the September 19, 1941 U.S. Army Air Corps Proceedings of a Board of Review Report cited under item 3 above states:

"That the Burnelli 'lifting fuselage' design does not offer sufficient new or novel ideas of military value to warrant the construction of experimental or production airplanes."

The quote above is truthful and factual in 1941 (yes/no) _____
in 1999 _____
at any time between 1941 and 1999 _____

6. That conclusion b) on page 5 of the September 19, 1941 U.S. Army Air Corps Proceedings of a Board of Review Report cited under item 3 above states:

"That the principal aerodynamic benefits claimed by V. J. Burnelli have been achieved on present experimental and production airplanes through the use of properly shaped streamlined bodies upon which low drag rather than high lift has been emphasized."

The quote above is truthful and factual in 1941 (yes/no) _____
in 1999 _____
at any time between 1941 and 1999 _____

7. That conclusion c) on page 5 of the September 19, 1941 U.S. Army Air Corps Proceedings of a Board of Review Report cited under item 3 above states:

"That the Burnelli emphasis upon the 'lifting fuselage' is not in accordance with best aeronautical practice based upon best aerodynamic information, since such a fuselage has a relatively low critical speed which definitely limits the future development of this type of airplane."

The quote above is truthful and factual in 1941 (yes/no) _____
in 1999 _____
at any time between 1941 and 1999 _____

I, _____, do hereby swear / attest under penalty of perjury under the laws of the United States of America that the foregoing statement of facts is true and correct to the best of my knowledge and belief.

Name (Print): _____

Signature: _____

Before me, the undersigned authority, on this day personally appeared _____, known to me / who proved to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same.

Given under my hand and seal of office on this the ____ day of _____, 1999

Notary Public

THE BURNELLI COMPANY, INC.

2506 Ponce De Leon Boulevard, Coral Gables, Florida 33134
Tel: (305) 448-0574 & 448-6227 Fax: (305) 448-8589

October 7, 1999

The Honorable William Cohen
Secretary of Defense
The Department of Defense
The Pentagon
Washington DC 20330-1060

Dear Secretary Cohen,

May I kindly have a response to my letter of August 27, 1999.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Chalmers H. Goodlin". The signature is written in a cursive, flowing style with a large initial "C".

Chalmers H. Goodlin

CHG/av
cc: List