

REF: GODDARD PATENTS
(See D. A. for
final draft of
letter).

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MSFC ROUTING SLIP

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REMARKS

Suggest you draft a personal letter from me to Mr. Lehman along following lines:

I still haven't replied to your letter of Feb 28 (attached) but my numerous schedule & other duties prevented me to study the manuscript as you requested. But Capt. [Name] has told me that you've been [Name] several times and I'd like to [Name] the [Name] for the [Name].

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- The name of Goddard became known to me in about 1928. I'm enclosing a photostat copy of the German book

"Mit Raketenkraft ins Weltall" by Otto Willi Gail, published 1928 by K. Thieme's Verlag Stuttgart. It was this publication

through which I first learned about Goddard.

Note that this book mentions Goddard solely in connection with solid propellant rockets (although I know now that

2 years earlier he had already launched the world's first liquid fuel rocket). Also

note the repeated hints about military research implied in Goddard's book,

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REMARKS

making it difficult for a writer to find out what he was doing at the time.

- Osborn's name was well known in German rocketry circles in those pre-Hitler days. In speeches aimed at popular support for a spaceflight program he was frequently cited as an example for far-sighted people.

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were in other countries; in particular, in America. Pictures such as the enclosed (also from Gail's book) were used in slides accompanying such ^{German} speeches.

I did not learn till 1950 that Goddard did any work (theoretical, design or experimental) on liquid fuel rockets at all. It was ^{in connection with} a patent dispute between the U.S. Government and the Guggenheim Foundation (involving the Goddard patents) that

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REMARKS

I had the first opportunity to see these patents. They were handed to me by my Army superior, Major James P. Hamill. He requested me to determine in what areas features of V-2 rockets were covered by Goddard patents. I reported that there were infringements.

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"all over the place"; that
the V-2 had many
features and used many
methods or sub-systems
which were described in
Goddard patents.

But this does not
distract one iota from
the fact that I had
not known these patents
at the time of the
development of the V-2.

(I don't consider this
surprising at all. If
you studied the history
of aviation, you'd find

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REMARKS

exactly the same pattern:
 The same ideas popped
 up wherever people
 worked in ~~the~~ ^{the same (general)} field.
 The same "questions",
 in technological programs,
 frequently produce the
 same "answers", that's all.
 - I've never considered
 myself as the "inventor".

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of the liquid full
rocket. In research and
development, everybody
builds on the foundation
laid by others. But in
all fairness I cannot
concede that I have
used Goddard's work
as a foundation for
my own work at all.
I simply didn't know
much about it.
Oberth's publications
were an infinitely ^{more}
important basis for
my work.

— All this doesn't

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REMARKS:

distract one bit from
Goddard's greatness.

It is a matter of
record now that he
did build the world's
and fly

first liquid rocket, and
that he built very
advanced liquid rockets
thereafter. I'm ready
to concede all this.

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(That I am not ready
to concede is the
implication he seems
to make that all
we did was plagiarize ^{what's}
from Goddard. this ^{the}
is ^{right}
simply ^{word?} not done,
and I can bring him
a hundred witnesses
from Pennsylvania
to testify to that
effect. Goddard

— The patents I
saw in 1950 had
been predominantly
classified previously.

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REMARKS

nevertheless
 It is entirely possible
 that quite a few Goddard
 patents had been
 published, - even in
 Germany. I remember
 having seen only
 one (with an illustration
 in ^{the} German trade journal)
 It didn't deal with
 a rocket at all, but

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4
some
with kind of a jet-
powered helicopter
— I don't know
about the V-1. I had
nothing to do with this
development in Germany.

No, do I remember ever
having seen a Joddard
patent on this type
of intermittent
air-breathing propul-
sion system.

B
4/27/62