Cessna Aircraft Company
Wallace Division
Attn: Robert Dickerson
   General Manager
P. O. Box 1977
Wichita, KS 67201

Subject: Cooperative Endeavor Agreement Between the NASA and Cessna Aircraft Company

Enclosed is the Cessna Aircraft Company copy, executed by Bernard Moritz for NASA and Max E. Flech for Cessna, of the Cooperative Endeavor Agreement between NASA and Cessna Aircraft Company.

We at Langley Research Center look forward to a mutually fruitful effort on the application of supercritical aerodynamic technology to your new business jet.

Original signed by

Robert E. Bower
Director for Aeronautics

Enclosure

cc:
National Aeronautics and Space Administration
   Attn: RAG/Roger L. Winblade
   Manager, General Aviation Technology Office
Washington, DC 20546
101/General Files
359/TsAB
403/HBAD

359/RW/Whitcomb:dbv 8-10-73 (2252)
403/MBW
This Agreement entered into between the NATIONAL AERONAUTICS AND SPACE ADMINISTRATION, an independent agency of the United States Government, hereinafter referred to as NASA, and CESSNA AIRCRAFT COMPANY (WALLACE DIVISION), a Kansas corporation whose address is RFD 8, Wichita, Kansas 67201, hereinafter referred to as CESSNA, WITNESSETH THAT:

WHEREAS, NASA, as the civilian agency exercising control over aeronautical and space activities sponsored by the United States, has developed certain advances in airfoil design, hereinafter referred to as supercritical aerodynamic technology; and

WHEREAS, NASA is directed by statute to conduct the aeronautical and space activities of the United States so as to contribute materially, inter alia, to the improvement of the usefulness, performance, speed, safety and efficiency of aeronautical and space vehicles; and

WHEREAS, NASA believes that such statutory directive will be accomplished in part by encouraging the widest practicable commercial application and utilization of its aeronautical technology; and

WHEREAS, Cessna is a company desirous of conducting a study of the application of the supercritical aerodynamic technology to commercial jet aircraft; and

WHEREAS, it appears to be to the benefit of each party to cooperate with the other in this endeavor; and

WHEREAS, it is understood that this Agreement is entered into on a nonexclusive basis and that NASA may enter into other agreements covering the same or related studies with other entities;

NOW THEREFORE, the parties hereto, acting pursuant to section 203(b) of the National Aeronautics and Space Act of 1958, as amended (42 U.S.C. 2473(b)), mutually agree as follows:

1. RESPONSIBILITIES OF THE PARTIES

   (a) Upon execution of this Agreement, NASA will verify that Cessna and the personnel who will have access to data
hereunder are qualified to receive and safeguard classified information. Thereafter, NASA will permit Cessna to have access on a continuing basis to scientific and technical data bearing on supercritical aerodynamic technology.

(b) Using such data, Cessna will conduct a study of the application of the technology to commercial jet aircraft and develop a design and model for a specific application.

(c) During the course of such study and related activities and at the request of Cessna, provided that NASA in its sole discretion concludes that so doing will serve its interests, NASA may provide (i) consultation and technical assistance; and (ii) the use of its wind tunnel facilities for verification of such design as Cessna may develop.

(d) Cessna will provide NASA with a report of results of Cessna's application of the supercritical aerodynamic technology to commercial aircraft together with such supporting technical data as NASA may request.

2. LIMITATIONS

(a) For the protection of its facilities, NASA reserves the right to approve any model presented by Cessna for testing in a NASA wind tunnel.

(b) Neither the U.S. Government, nor any party acting in its behalf, warrants as to the accuracy, completeness or usefulness of any data provided hereunder. Nor by executing this Agreement does the Government assume any liability to any person or entity (including Cessna) which may arise from the use of the technology, services, or facilities furnished to Cessna hereunder. Cessna does not warrant the accuracy, completeness or usefulness of any data or other materials or information provided hereunder and Cessna does not assume any liability to any person or entity (including the U.S. Government) which may arise from the use of the data or other materials or information furnished to the U.S. Government hereunder.

(c) This Agreement is entered into by NASA on the express condition and understanding that the work to be performed by Cessna under this Agreement and any resulting manufacture will be performed in the United States, and that further, the proposed export of any data provided or developed under this Agreement
3. DATA RELEASE

Cessna will not publish nor disclose to others the supercritical aerodynamic technology data furnished by NASA including any data resulting directly from its application by Cessna, without permission of the NASA point of contact. Such permission will in any event be granted only to the extent consistent with applicable security regulations.

4. RIGHTS IN DATA

The report of results to be furnished by Cessna pursuant to 1(d) hereof may be published by NASA. The technical data supporting such report when requested by NASA and proprietary to Cessna, may be submitted with the following restrictive legend and, if so marked, will be protected as Cessna proprietary data by NASA.

**RESTRICTIVE USE LEGEND**

This data furnished under a cooperative endeavor agreement with the National Aeronautics and Space Administration may be duplicated and used by the U.S. Government with the express limitation that the data may not be disclosed outside the Government without prior permission of Cessna. This restriction does not limit the Government's rights to use or disclose any data obtained from another source without restriction. This legend shall be marked on any reproduction of this data in whole or in part.

It is understood that such legend shall not be affixed by Cessna to (i) any data furnished Cessna by NASA including data obtained by NASA in testing Cessna's models at government expense in NASA's wind tunnel facilities; (ii) data resulting directly from Cessna's application of NASA's supercritical aerodynamic technology; and (iii) the report of the results of Cessna's application efforts required to be furnished under this Agreement.

5. PATENTS

(a) NASA, acting on behalf of the U.S. Government, has filed application for Letters Patent in the United States and certain foreign countries on an invention made by Richard T. Whitcomb and entitled, Airfoil Shape for Flight at Subsonic
4. Speeds. The supersonic aerodynamic technology furnished by NASA to Cessna under this Agreement is based, in large part, upon the novel concepts, theories, formulae, and technology encompassed by this invention. In recognition of these contributions offered by the Government, Cessna agrees that should its application of such technology to commercial aircraft, as contemplated under this Agreement, result in patentable modifications or improvements to the supersonic aerodynamic technology, Cessna will provide NASA with the disclosure of such inventions and grant to the U.S. Government a nonexclusive, irrevocable, royalty-free license to practice such inventions throughout the world for government purposes.

(b) Nothing in the Agreement shall be construed to grant to Cessna expressly or by implication any license under any NASA patent or application covering the Whitcomb invention. Any such license as may be desired by Cessna shall be considered separately from this Agreement and shall be obtained under the NASA Patent Licensing Regulations for domestic and foreign patents.

6. COSTS

To the extent that NASA concludes that providing such services will serve its interests, NASA will assume the costs of (a) providing to Cessna the data, and consultative and technical services; and (b) the use of wind tunnel facilities. Cessna will bear all other costs including the cost of the use of NASA wind tunnels when made available to Cessna for purposes in excess of those serving NASA's interests.

7. NASA POINT OF CONTACT

While the NASA expertise with respect to supersonic aerodynamic technology and the necessary wind tunnel facilities are primarily at the Langley Research Center, Hampton, Virginia, the principal point of contact by Cessna with NASA is: Director, Aerodynamics and Vehicle Systems Division, Office of Aeronautics and Space Technology, National Aeronautics and Space Administration, Washington, D.C. 20546.

8. TERM, MODIFICATION AND TERMINATION

This Agreement will become effective on the date of the latest signature below, and shall remain in effect for two years from such date. It may be extended or modified at any
time by mutual agreement of the parties. It may be terminated at any time by one party giving not less than 30 days written notice to that effect to the other.

Signed as of the date set forth

For National Aeronautics and Space Administration

By [Signature]  Date of Signature  7/20/73

For Cessna

By [Signature]  Date of Signature  6-22-73