

FABER Léon

(1891 -)

Luxembourg-city

Addendum

Société Onde Sonore Luxembourg

1932 ¹

Société Onde Sonore Luxembourg, Société Anonyme Holding, Luxembourg

...

Art. 3.

Die Gesellschaft hat zum Zweck, Verfahren welche die Tonwellen Übertragung oder einschlägige und ähnliche Gebiete betreffen irgend welcher Art es sei im Auslande durchzuführen, sich an luxemburgischen oder ausländischen Gesellschaften zu beteiligen sowie diese zu verwerten, in deren Grenzen und Bestimmungen des Gesetzes vom einunddreißigsten Juli tausend neunhundert neun und zwanzig über die Holding- Gesellschaften.

Art. 5.

Das Aktienkapital wurde auf fünf Millionen luxemburgische Franken (5.000.000) festgesetzt und bildet den Wert der Patentrechte der Erfindung "Verfahren zur störungsfreien Übertragung von Tonwellen ohne Beimischung ungewollter Tonwellen" unter demselben Titel gekennzeichnet und deponiert gemäß der amtlichen Bestätigung des Deutschen Reichspatentamtes vom sechs und zwanzigsten März tausend neunhundert zwei und dreißig, Nummer 48.584 ² mit den dazugehörigen Prioritätsrechten in den Ländern: Dänemark, Schweden, Norwegen, Finnland, Russland, Polen, Tschechoslowakei, Oesterreich, Ungarn, Jugoslawien, Balkanstaaten, Türkei, Italien, Schweiz, Spanien, Portugal, Argentinien, Vereinigte Staaten von Nordamerika, Mexico, Canada, Australien, Japan und überhaupt allen Ländern außer Luxemburg, Belgien, Holland, Frankreich und England.

Der Wert der vorerwähnten Patentrechte und Erfindung wurde von den Gründern dieser Holding-Gesellschaft welche alleinige Eigentümer derselben sind, mit fünf Millionen luxemburgischen Franken bestätigt und in vorbenannte Gesellschaft eingebracht.

...

Diese Aktien wurden zugeteilt wie folgt :

1)	<i>Hrn. Nicolas Majerus</i>	<i>250.000</i>
2)	<i>Hrn. Max Stoecklin</i>	<i>3.250.000</i>
3)	<i>Hrn. Jacques Stoecklin.</i>	<i>225.000</i>
4)	<i>Hrn. Willy Stoecklin</i>	<i>225.000</i>
5)	<i>Hrn. Wolfgang Dinser</i>	<i>50.000</i>
6)	<i>Hrn. Herbert Rudolf</i>	<i>995.000</i>
7)	<i>Hrn. Ambroise Godart</i>	<i>5.000</i>

Der vorerwähnte Anmeldeschein des Deutschen Reichspatentamtes wurde von den Unterzeichneten dem Notar zur Einsicht vorgelegt.

...

¹ *Mémorial 20 April 1932, pages 502-505*

² *it has not been possible to locate a corresponding patent application under this serial number*

Inventor Arno BOERNER ¹

Gustav Adolf (Arno) BOERNER was born in 1875 in Magdeburg (DE). He was an engineer.

The following places of residence can be retraced through Civil Registers and Patent Registers:

1900	Cologne (DE)
1902	Cassel (DE)
1904	Vienna (AT) and Paris (FR)
1910	Brussels (BE)
1913	Den Haag (NL)
1914	Paris (FR)
1915	Amsterdam (NL)
1917	Scheveningen (NL)
1922	Voorburg (NL)
1927	Dresden (DE)
1928	Hamburg /DE)
1929	Wiesbaden (DE)

Citizenship

1918	lost German citizenship ²
1920	obtained Dutch citizenship
1927	recovered German citizenship

BOERNER did not obtain any patent after 1930. His son Alfred BOERNER (b. 1905), ³ however, obtained a patent in Luxembourg in 1932 and was resident in Luxembourg. (patent LU19385).

It is not known when and where Arno BOERNER died.

Public attention

1909 ^{4 5}

Thinks He's Solved Practical Aviation

German Inventor Asks War Department to Build a Novel Airship He Has Designed.

Asks \$1,200,000 If It Flies

Arno Boerner Declares His Craft Will Carry 200 Persons 3,000 Miles Without Landing

Another inventor, who is positive that he has solved the problems of practical aviation, is willing to let the United States Government pay for the construction of his airship, for which he has prepared elaborate plans. The latest airship inventor is Arno Boerner, a German, though a resident of Brussels, Belgium, now staying at the Hotel Ansonia, Broadway and Seventy-third Street. Mr. Alfred [Arno] BOERNER figures the cost of building an airship, according to his designs, as \$600,000, and one of his proposals, as contained in a letter which he sent to the Secretary of War yesterday, is that he will build such a vessel at his own expense providing the Government will agree to pay him \$1,200,000 when it is proved that the airship fulfils all his guarantees.

For some weeks Mr. Boerner, with two draughtsman and an engineer, has been at work perfecting his designs in an improvised draughting room on the thirteenth floor of the Ansonia. Some of his guarantees are startling, one of them being that his airship will carry 200 persons for 3,000 miles without landing.

¹ [FamilySearch database](#) (PQ6P-V9L)

² US patent 1314785: "Be it known that I, ARNO BOERNER, originally a subject of the Emperor of Germany, but having lost my nationality owing to the fact that I have resided outside of Germany for more than thirteen years without interruption and without ever giving notice to the German legations or consulates, residing at Scheveningen, the Netherlands ..."

³ [FamilySearch database](#) (PQ65-25N)

⁴ *The New York Times*, 9 July 1909

⁵ 1915, Amsterdam Civil Register, Aanmerking: "Hij heeft op het gebied van luchtscopen nieuwe vindingen gedaan en wenst deze aan enige natie te verkopen. Met de Nederlandsche vliegtuigafdeling is hij reeds in relatie, en heeft hij verklaard door de Engelse Regering te zijn uitgenodigd om zijn vinding te vertonen." (He has made new inventions in the field of airships and wishes to sell them to some nation. He already has a relationship with the Dutch aircraft department and has stated that he has been invited by the British government to demonstrate his invention.)

*Herr Boerner makes no secret of what he declares are the original features of his plans. They provide for a rigid steel bridge frame, to which are attached a number of separate balloons, independent of each other and detachable, thereby permitting of accessibility for repairs and lessening likelihood of serious accident, also insuring a better distribution of the lifting power. Every balloon would consist of two gas envelopes, one slightly smaller than the other, the space between the two being filled with a gas inimical to oxygen. Through this means, he declares, the great diffusion of gas (hydrogen) so baneful to balloonists, would be prevented. He says the arrangement would also exclude danger from the dreaded oxyhydrogen and render the hydrogen in the inner envelope less susceptible to changes of temperature.*⁶

The dynamic power of the ship, according to the specifications of the plans, is by means of several series of double, rotating wing planes which, as they turn, are made by an ingenious mechanism already constructed to alternately spread out and fold together. They suggest huge Japanese fans, which while rotating, can be made to open or close at any point in their periphery. They are connected in pairs and while the driving power of a pair (one motor for each pair) is identical the wings can be adjusted to exert their force in different directions, this feature permitting of steering by means of the rotating planes.

He figures that the number of planes he would have on a ship capable of crossing the Atlantic would have a lifting power of 92,610 pounds.

To the bridge frame Mr. Boerner would attach aeroplanes, which he calculates would have a lifting power of 926,101 pounds. During flight, he states, the aeroplanes would supply the lifting power which during the rise of the ship was supplied by the wing clones. The latter, during flight would supply the means of advancement.

Mr. Boerner is no novice as an inventor. Among his achievements abroad he points to an armour-plate piercing projectile which the Krupps of Essen took up, sugar refining and petroleum burning devices and automobile parts.

Mr. Boerner was accompanied to this country by his wife. They brought with them, besides an engineer, their automobile and a chauffeur. The inventor says the world should appreciate Counts Zeppelin's efforts to solve aviation, but that the Count's airship has reached the limits of its usefulness, owing to lack of sufficient power. He praised the Wrights, but again he criticizes, and says that the dynamic system alone will never suffice that for one thing such a craft will never be able to carry sufficient gasoline for a long flight, to say nothing of carrying passengers.

The New York Times

Published: July 9, 1909

⁶ see US patent 1160095, filed on 21 April 1914