



THE WRIGHT FLYER



Aviation Trail, Inc.

Fall 2009

FILM MAKER ADAM WHITE TO SPEAK AT DEC. 17TH ANNIVERSARY OF FLIGHT DINNER

Film producer Adam White, a graduate of Wright State University's film program in 1995 and a specialist in aviation cinema, will be guest speaker at the Thursday Dec. 17th Anniversary of Powered Flight celebration and dinner in Dayton.

The annual event is hosted by Aviation Trail, Inc. and the National Aviation Hall of Fame and will be held at the National Museum of the United States Air Force on Springfield Pike. Again this year the evening will feature the U.S. Air Force Band of Flight, announcement of inductees into the 2010 NAHF, and the traditional Wright family dinner.

Earlier this fall the NAHS announced one 2010 inductee: Clay Lacy, jet charter pioneer, veteran pilot, and pioneering aviation cinematographer. The anniversary of powered flight commemorates the first successful powered flight in 1903 by Wilbur and Orville Wright of Dayton, Ohio. The occasion customarily is also marked, in the morning, by a ceremony at the Wright Memorial on Wright-Patterson Air Force Base, hosted by base personnel.

White's talk Dec. 17 will focus on aviation cinema. His production company Hemlock Films (www.Hemlockfilms.com) is headquartered in Cleveland and has received acclaim for the film "Red Tail Reborn," a documentary on a P-51C Mustang flown by the Tuskegee airmen during World War II and efforts to restore and fly the aircraft 50 years after the war. The plane was airborne again last July.

The film was awarded three Emmys at the Lower Great Lakes Emmy Awards held this year: best informational/instructional film, best music composition/arrangement, and best research. A sequel, "Flight of the Red Tail," has finished production and will be available on DVD Nov. 27. White has completed another aviation-related film



"The Restorers" which focuses on restoration of old aircraft. A specialist in use of the SteadiCam camera—which he learned from its inventor Garrett Brown—White's company also works in industrial films, commercials, aviation videos, web and DVD projects, and mainstream feature films. Hemlock Films material has aired on PBS, Discovery Europe, and National Geographic television channels. White is a native of northeast Ohio and grew up in Geauga County east of Cleveland. A licensed pilot, White is a member of the Aircraft Owners and Pilots Association, Experimental Aircraft Association, International Alliance of Theatrical Stage Employees, and the National Academy of Television Arts & Sciences.

Celebration of the Anniversary of Powered Flight begins at 6 p.m. in the NAHF's Learning Center where the NAHF will hold a silent auction. White's DVD "Flight of the Red Tail" also will be available for purchase. Dinner is served at 7 p.m. in the museum's Modern Flight Gallery. White's speech should occur about 8 p.m.

Tickets for the event are \$60 a person. Requests for reservations should arrive at ATI no later than Monday, Dec. 14. Mail your check to ATI, P.O. Box 633, Wright Brothers Branch, Dayton, OH 45409.

FEDERAL GRANT RECEIVED FOR ATI PARACHUTE MUSEUM

Wonderful news!

In early November, Aviation Trail, Inc. received \$26,000 in federal funds for the ATI Parachute Museum. The total amount designated for ATI is \$95,000.

The money, which is the first installment of federal money slated for exhibit upgrades and equipment in the museum, comes through the Institute of Museum and Library Services (IMLS) headquartered in Washington, D.C.

This windfall, which will allow ATI to work on exhibits in the center of the museum, has been facilitated by the National Aviation Heritage Alliance (NAHA) with Tony Sculimbrenne, its executive director, championing the request as it moved through Congress for presidential signature last spring.

ATI President Marvin Christian said that the ATI Board of Trustees members are elated with the grant and that all ATI members should be extremely grateful for the money. "The museum, which opened in 2003 with lots of empty space, now can finish telling the story of parachute development," he said.

"We appreciate all the monetary and material donations that have been made to the museum over the years and see this grant as the crowning jewel in our funding profile. Our thanks go out to all who helped bring this about," he said.

The IMLS has been assigned as the federal agency to administer the funds, ensuring that the work enabled by the money follows the appropriate rules and regulations for expenditure of federal funds.

All exhibit fabrication--with artifacts from the Dave Gold Parachute Collection--will be by Design Concepts of Vandalia, Ohio. ATI committee members will do the research for the text on the exhibits.

THE INSTITUTE OF MUSEUM AND LIBRARY SERVICES

The Institute of Museum and Library Services is the primary source of federal support for the nation's 123,000 libraries and 17,500 museums. The Institute's mission is to create strong libraries and museums that connect people to information and ideas. The Institute works at the national level and in coordination with state and local organizations to sustain heritage, culture, and knowledge, enhance learning and innovation, and support professional development. The IMLS headquarters is at 1800 M Street NW, 9th Floor, Washington, D.C. 20036-5802. Its web site is WWW.IMLS.org



Boeing VC-137C SAM 26000 (Air Force One) during its final flight on May 20, 1998, at the National Museum of the United States Air Force.

U. S. Air Force Photo

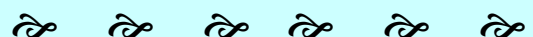
NEW PAINT JOB FOR VC-137C SAM 26000

If you want to see the Air Force One aircraft which served Presidents John Kennedy to Richard Nixon, go to the National Museum of the United States Air Force before Dec. 5.

For just that day the museum will close the presidential/experimental exhibits and take the historic VC-137C aircraft off display to be painted in its original presidential paint scheme. That work is expected to take several months, and the aircraft is slated to return to the Presidential Gallery Feb. 13, 2010—in time for Presidents Day. During its paint job, the VC-137C—called Air Force One when the president was aboard—will be in the museum's restoration area. Although visitors will not be able to tour the interior, the aircraft will still be on display during the museum's weekly Behind the Scenes tours.

The VC-137C SAM 26000 was the first jet made specifically for use by the U.S. president. It was built in 1962 and in 1963 it flew President John F. Kennedy to Dallas, Texas, where he was assassinated on Nov. 22, 1963. On the same plane Lyndon Johnson was sworn in as Kennedy's successor and Kennedy's coffin was flown to Washington, D.C.

In 1972, with delivery of a new SAM 27000, the 26000 played a back-up role—and it was later given a different paint scheme. The new paint scheme will return its markings to when it was the primary presidential airlifter.



ATI DONATES \$500 TO WRIGHT SEAPLANE BASE'S OHIO HISTORICAL PLAQUE

At Aviation Trail's Board of Trustees meeting in September, its members voted unanimously to donate \$500 to the Wright Seaplane Base, Inc. to help pay for the double-sided bronze plaque to be installed at the location of the base.

The plaque, an Ohio historical marker, will be installed in the Miami and Erie Canal Park nearby the bend of the Great Miami River where Orville Wright tested the Model Bs, Model CH hydroplanes and Model G Aeroboat from 1911 to 1913. The Wright Seaplane Base already is a site on the Aviation Trail and, somewhat ironically, is nearby Sunwatch, a village occupied by the Fort Ancient Indians in the 12th century.

Don Ferguson, ATI member and secretary of the Wright Seaplane Base, Inc, said the ATI donation—coupled with other donations—has given the group enough money to order the plaque.

The Ohio Historical Society has awarded the group a \$750 grant and \$500 donations came from the Moraine Rotary Club, the City of Moraine, the City of West Carrollton, and the Veterans of Foreign Wars Post 3438 in West Carrollton. The West Carrollton Historical Society and West Carrollton Mayor Jeff Sanner, of Sanner Funeral Home, also contributed a combined \$500.

The mission statement of the WSBI, Ferguson said, includes informing the public about the Wrights' seaplane activities and the new plaque will help accomplish that. A dedication ceremony is planned for early 2010. (See plaque wording in box)

Ferguson said the Seaplane Base group also hopes to erect a museum along the bend of the river that would display a look-alike Model G Aeroboat, plus other historical items, and to revive the bend of the river as an FAA-sanctioned seaplane base with facilities to service seaplanes.



Orville Wright with early twin-pontoon Model CH on the Great Miami River in 1913

Courtesy of the William Preston Mayfield Collection



*The Model G Aeroboat (1913), designed by Wright Company's chief engineer Grover Loening, under Orville Wright's supervision
Courtesy of the William m Preston Mayfield Collection.*

HISTORICAL SITE TO GET SEAPLANE BASE MARKER

The text on the double-sided bronze marker to be erected at the Wright Seaplane Base is a mini historical narrative of the work accomplished at the site. One side will have the images of Orville and Wilbur with the heading The Wright Seaplane Base.

Its text follows:

"After Wilbur Wright died in 1912, Orville Wright continued to develop and fly airplanes for the Wright Company. Orville flew seaplanes along this part of the Great Miami River from 1913 to 1914. This area had three advantages: the 90 degree bend in the river allowed him to take off and land either north-south or east-west depending on the prevailing wind, freedom from obstructions, and deep water formed by a dam. Orville made over 100 flights in the Wright Model CH "Hydroplane" and Model G "Aeroboat," frequently with passengers. The "Aeroboat" had a solid hull or fuselage with an enclosed cockpit, twin pusher propellers, and the engine in the rear. Orville's last flight in the Model G was on August 20, 1914."

The reverse side of the bronze plaque will have an image of the Wright G "Aeroboat." The text follows:

"The Wright G "Aeroboat" had a solid hull or fuselage with an enclosed cockpit, twin pusher propellers, and engine in the rear. This early seaplane was flown by Orville along the Great Miami River in 1913 and 1914. The "Aeroboat" was 28 feet long, had a wing span of 38 feet, and weighed 1,250 pounds. It was powered by a 60 horse power engine and could attain a maximum speed of 60 mph. From Wright Brothers' Flight Log: "August 20, 1914: Orville, accompanied by student pilot Lt. Kenneth Whiting, of the U.S. Navy, narrowly escaped drowning when the "Aeroboat" he was piloting fell into the Miami River from an altitude of 30 feet when a wing broke. Orville's last flight in the "Aeroboat" was that day."

ATI'S BETTY DARST HONORED BY NAHA

Aviation Trail member Betty Darst was honored at the National Aviation Heritage Alliance's annual meeting Aug. 11 for her volunteer work for NAHA. The award, the Ivonette Wright Miller award, was presented by John Bosch, president of NAHA.

Darst was recognized especially for her work on the National Aviation Hall of Fame's Wings of Women conference, held in Dayton last summer, which acquaints women students with professional women in aviation-related careers. Darst also is well-known for her portrayals, in costume, of Katharine Wright, sister to the Wright brothers.



Amanda Wright Lane (left) and John Bosch (right) of NAHA present Betty Darst with the Ivonette Wright Miller award.

Courtesy of Timothy R. Gaffney



The National Parks Service's National Leadership Council met and toured in the Dayton area Aug. 17-20—one of their few such meetings held outside greater Washington, D.C. Here Acting Park Director Dan Wenk, left, receives a recognition award from Amanda Wright Lane and Steve Wright at Hawthorn Hill, home of the Wright family in Oakwood, a suburb of Dayton. Attached to the center of the framed photo of the Wrights' first flight is a small piece of fabric from the original Wright Flyer I. The group toured the sites in Dayton Aviation Heritage National Historical Park as well as other Miami Valley landmarks. Amanda and Steve are the great-grandniece and great-grandnephew of the Wrights and facilitated transfer of Hawthorn Hill into the DAHNHP from the Wright Family Foundation.

FOURTH GALLERY PLANNED FOR NATIONAL MUSEUM OF THE U.S. AIR FORCE

Did you know?

There's a Space Gallery planned for The National Museum of the United States Air Force.

It's part of the museum's multi-phase, long-term expansion plan and the Air Force Museum Foundation already has begun raising funds for the 200,000-square-foot structure. In that new area there also would be a Presidential Aircraft Interpretive Center and a Global Reach Gallery, all of which would adjoin the Missile Gallery completed in 2004. The Space Gallery will house the museum's growing space collection, including a Titan IV space launch vehicle and Mercury, Gemini and Apollo capsules. Central to the Air Force/space story is the important relationship that developed between the U.S. Air Force and NASA, especially with regard to the development of the space shuttle.

The Air Force was deeply involved in determining the orbiters' design and capabilities, and many shuttle astronauts have been Air Force members. Additionally, the Air Force has made a formal request to NASA for a shuttle orbiter for exhibit in the planned Space Gallery.

In the Presidential Aircraft Interpretive Center in the museum's proposed fourth building, the Presidential aircraft fleet exhibit will be relocated from a nearby hangar on Wright-Patterson, and expanded. Currently visitors must be transported by bus to the facility on scheduled runs.

In the new building, the Global Reach Gallery will house large aircraft currently in its collection, such as the C-141 Hanoi Taxi, and those anticipated to become part of the collection, like a C-5 Galaxy and KC-135.

Currently the overall museum has more than 400 aerospace vehicles on more than 17 acres of indoor exhibit space. It is open every day except Thanksgiving, Christmas and New Year's Day.



A "class photo" of attendees at the National Park Service's National Leadership Council meeting in Dayton Aug. 17-20 and staff from the Dayton Aviation Heritage National Historical Park. The group is at The Wright Cycle Company in the Wright-Dunbar neighborhood, a site in the DAHNHP. Aviation Trail, Inc. saved the building from the wrecking ball in the early 1980s and restored it to its appearance when Wilbur and Orville Wright rented the structure for their bicycle shop from 1895-1897.

PICNIC DRAWS A CROWD TO WRIGHT MEMORIAL

It was a look back and a peek forward at ATI's Aug. 16 picnic at Wright Brothers Hill.

Eighty adults and children enjoyed picnic basket lunches on a perfect August afternoon. They brought their appetites with them, consuming: five gallons of Young's Jersey Dairy ice cream, seven gallons of lemonade and iced tea, 10 dozen homemade chocolate chip and oatmeal raisin cookies, 80 sandwiches from Barleycorn's restaurant, and donated Mike-Sell's, snack-sized potato chips.

Besides drawing people outside on a beautiful day, the event recognized National Aviation Day, and commemorated the mutual birthdays of Orville and Katharine Wright.

After lunch, on a more serious note, Dr. Squire Brown spoke in the auditorium of the Huffman Prairie Flying Field Interpretive Center on the aviation engineering contributions of McCook Field and the Field's impact on aircraft systems in the years following its closure in 1927. His talk was highlighted with historical photos.

On the lighter side, there were rubber-band-powered model airplanes from the McCook Field Flyers group—some of which attempted flight, but flew into too much wind. The weather did allow “ground inflation” of a parachute, however, for the enjoyment of some children, and adults.

The future? It was all around us--over the fence on Wright-Patterson AFB with construction underway on a large complex to house aerospace research being brought to Wright-Patterson from other bases through the BRAC process. In the more immediate future the picnickers could look to ATI's anniversary celebration of powered flight Dec. 17 in the National Museum of the United States Air Force. Our thanks to the National Park Service employees at the Wright Memorial for their assistance and support of the picnic, and to Stu Cummins who organized the model display by the McCook Field Flyers.

For those of you who missed Dr. Brown's informative talk, we recommend the book *McCook Field 1917-1927: The Force Behind America's Golden Age of Flight* by Mary Ann Johnson, a member of the ATI Board of Trustees.



Marvin Christian, left, leads a group in displaying—and playing with—a parachute from the Dave Gold collection in Aviation Trail's Parachute Museum.



Hungry picnickers line up to fill their picnic baskets with sandwiches and donated Mike-Sell's potato chips at lunchtime on Wright Brothers Hill. The menu also included lemonade, iced tea, and donated, homemade chocolate chip and oatmeal raisin cookies.



Jim Bair of the McCook Field Flyers shows Tabitha McNabb the model Aeronca L model --powered by a rubber band—which he built and flies, weather permitting. Tabitha is the granddaughter of Bill McNabb, an ATI Board of Trustees member.

DUSENBERRY ACCIDENT SADDENS DAYTON-AREA AVIATION COMMUNITY

Aviation Trail members and the entire aviation community are saddened by the tragic injuries to Mark Dusenberry when his Wright Flyer III replica crashed during a practice flight Oct. 1 at Huffman Prairie Flying Field.

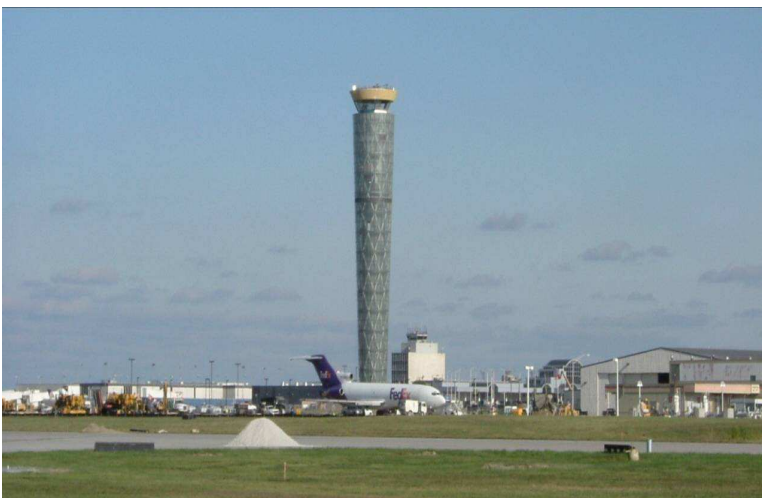
The flight was in preparation for a demonstration to be staged there Oct. 5 in celebration of 104 years of practical flight by Wilbur and Orville Wright.

Dusenberry was airlifted to Miami Valley Hospital following the crash for immediate care, but was transferred days later to a facility in the Cleveland area in mid October--nearer his family—for long-term rehabilitation.

The Oct. 5th event was to be hosted by the National Park Service, National Aviation Heritage Alliance, the U.S. Air Force and many other partners, as it had been in previous years. The activities surrounding the planned flight were cancelled.

A “home-built,” the Wright Flyer III had been flown by Dusenberry for six years, including the 2005 and 2007 celebrations of practical flight on Huffman Prairie.

Donations from the local aviation community for Mark’s out-of-pocket expenses have been received by the Dusenberry family and the family has set up an account for future donations. If you are interested in donating, send a check to the family’s local bank where the account has been opened by Dusenberry’s sister Lori and her husband. The bank and its address is The Citizens Bank, 141 N. Broadway St., New Philadelphia, OH 44663. Donations should be payable to The Citizens Bank and in the memo line write “Mark Dusenberry.”



The structure of the new control tower at Dayton International Airport, shown here, is completed but work continues on installation of security, electronic communication and radar equipment. Construction began on the 254-foot tower and administration building at 2753 Cargo Rd., just north of the airport terminal, in 2007. The current tower, which is atop the airport terminal, dates from 1961.

Photo courtesy of the Dayton International Airport



NEW BUILDING FOR WACO MUSEUM

Volunteers move a WACO 4 into the newly completed hangar at Historic WACO Field in Troy, Ohio. The hangar, a replica of the original WACO Aircraft Company service hangar, has been under construction since April 7 this year. In it will house expanded displays of current WACO collections as well as new collections. The majority of the funding for the project came from the Ohio Cultural Facilities Commission which released \$530,000 in state funds for the project, which also allowed improvements and modifications to the driveways and the existing hangar at the WACO location.

KIDS' CORNER

NOTE: WACO Museum/ Learning Center has cancelled the Santa Transportation Show—How Santa Gets Around—due to the museum’s move of the collection to the new building. Santa will be at the museum, however, Sat., Dec. 12. See next item for details.

--Dec. 12—Santa and “How the Reindeer Learn to Fly”

On this day children can visit and talk with Santa Claus at the WACO Air Museum. Santa will tell a story about “How the Reindeer Learn to Fly” and pass out small tokens to the children. Photos can be taken in front of the historic Clayton Brukner Sleigh and a museum guide will conduct a short tour of the air museum to explore flyable airplanes and gliders. Cookies, apples and punch will be served after the tour. To register for this special visit with Santa, contact the museum at 937 335 9226. Space and times are limited. An adult must accompany every child and there is a \$3 registration fee per child; accompanying adults are free. Location: WACO Museum/Learning Center, 1865 S. County Rd., 25A, Troy, Ohio.

--Dec. 5—Invention Station

Using common items, participants will design inventions (to take home), learn problem-solving techniques, and show off their inventiveness—just as the Wright brothers did. Location: Wright-Dunbar Interpretive Center, 16 S. Williams St., Dayton; For details, call 937-225-7705.

RICKMAN NAMED COMBS GATES AWARD WINNER FOR BOOK TRILOGY

Aviation author and ATI member Sarah Byrn Rickman can call October a “very good month.”

On Oct. 20 she was honored by the National Aviation Hall of Fame with its Combs Gates Award for her book trilogy based on women aviators during World War II. Add to that another book published by the University of Alabama Press released Oct. 8: *Nancy Batson Crews: Alabama’s First Lady of Flight*.

The Combs Gates award included \$20,000 and was presented Oct. 20 at the National Business Aviation Association’s Annual Meeting and Convention in Orlando, Fla.

Rickman’s award-winning books tell the stories of women pilots who flew in the Army’s Ferrying Division, via researched narrative and first-hand interviews. The books are *Nancy Love and the WASP Ferry Pilots of World War II*; *The Originals, The Women’s Auxiliary Ferrying Squadron of World War II*; and a book tentatively titled *WASP in the Ferry Command*.

Four notables in aviation presented the award and an oversized check to Rickman: Amanda Wright Lane, great-grandniece of Wilbur and Orville Wright, and three NAHF enshrinees: Bob Hoover, Col. Joseph Kittinger Jr., and Russell Meyer Jr.

The Nancy Love story describes a visionary, founder and leader of the first squadron of women ferry pilots and later executive for all WASP pilots flying in the Ferrying Division (WASP, for Women Airforce Service Pilots). The second book, *The Originals*, is the history of the 28 professional women pilots who comprised Nancy Love’s original ferrying squadron, the first women in the United States to fly for the Army.

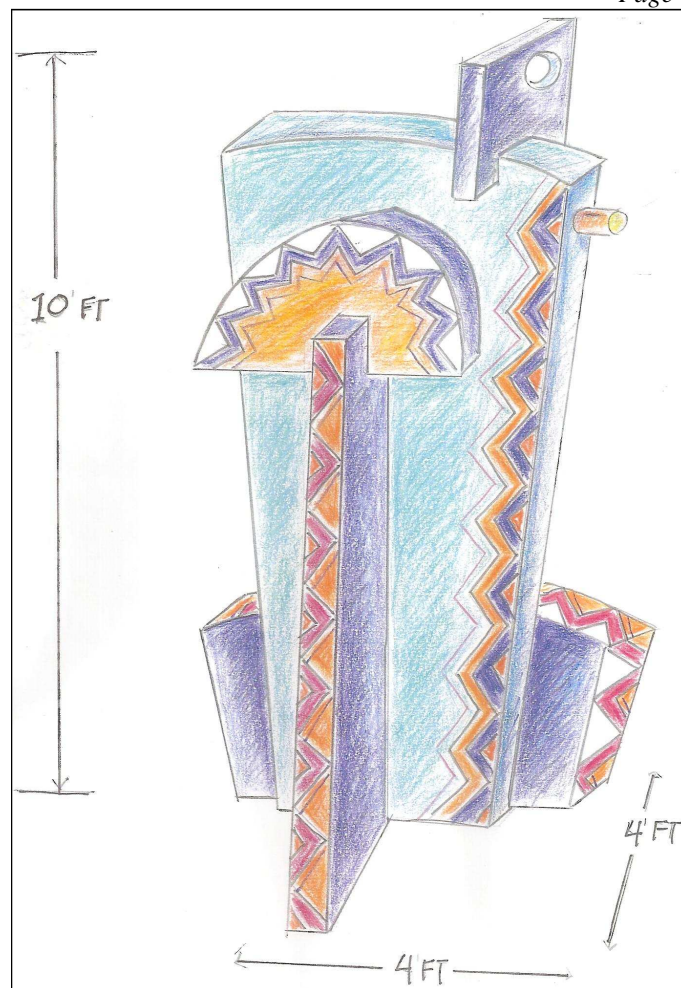
In her yet-to-be-completed book, Rickman will tell the story of all the women who flew for the Ferrying Division in 1943-44, most of them graduates of the women flight training facility established by Jackie Cochran in Houston, and later in Sweetwater, Texas.

In her book on Nancy Batson Crews, Rickman describes her as one of only five women who, at the University of Alabama, took Civilian Pilot Training and who became qualified—as a Women’s Auxiliary Ferry Squadron (WAFS) pilot—to fly P-38s, P-47s, and P-51s. Later she flew more than 25 different civilian planes.

The Combs Award is named for a 1996 enshrinee in the Hall of Fame who bequeathed the NAHF a monetary gift to encourage and support relevant aviation historical research and preservation efforts. Funding for the Combs Gates Award is from John Gates and his sister Diane G. Wallach who are co-trustees of the Gates Frontiers Fund.



Sarah Byrn Rickman, second from right, is helped displaying her “big check” at the National Business Aviation Association’s Annual Meeting and Convention in Orlando, Fla., in October. Left to right, Ron Kaplan, then executive director, National Aviation Hall of Fame; Col. Garald K. Robinson Jr. U.S. Air Force (Ret.), chairman of the NAHF Board of Trustees; John Gates, co-trustee of the Gates Frontiers Fund; Col. Joseph Kittinger Jr., U.S. Air Force (Ret.), balloonist and test pilot; Amanda Wright Lane, great-grandniece of the Wright brothers; Russ Meyer Jr., a NAHF enshrinee; and Bob Hoover, also a NAHF enshrinee.



JUMP BACK HONEY, JUMP BACK

Composite Material
10 ft X 6 ft X 4 ft
Willis Bing Davis
(Work in Progress)

This is a sketch of an outdoor sculpture created by Willis Bing Davis for the Wright-Dunbar Inc. business district. The sculpture was inspired by Paul Laurence Dunbar’s poem *Jump Back, Honey, Jump Back*. The 10-foot by 6-foot by 4-foot sculpture is in production at the National Composite Center in Kettering, Ohio, under the guidance and assistance of Stuart Wright, a composite technician, and Harry Couch, senior technical advisor. To be placed on North Williams Street between Third and Second streets, the work is scheduled for completion by the end of this year. The art project is the result of a collaborative effort among Wright-Dunbar, Inc., the National Composite Center, and Davis. The Willis Bing Davis art studio is located at 1135 W. Third St. in the Wright-Dunbar Business District.

(Sketch courtesy of Bing Davis)



AVIATION TRAIL, INC.
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Wright Brothers Branch
Dayton, OH 45409



Fall 2009

www.aviationtrailinc.org

REMINDER FOR DECEMBER

—**Dec. 17**—Celebrate Wilbur and Orville Wright's first flight in 1903 with a Wright family dinner, music by the U.S. Air Force Band of Flight, a talk on aviation cinema by Adam White, and announcement of inductees into the National Aviation Hall of Fame. Reservations should reach Aviation Trail, Inc. no later than Monday, Dec. 12. See full story on page 1 of this newsletter.

AVIATION TRAIL MEMBERSHIP APPLICATION

I would like to become a member of Aviation Trail, Inc., at the following level:

<input type="checkbox"/> Senior Citizen 60 and over \$15	<input type="checkbox"/> Contributing \$50	<input type="checkbox"/> Individual Life \$500
<input type="checkbox"/> Individual \$20	<input type="checkbox"/> Supporting \$100	(May be paid in five annual
<input type="checkbox"/> Family \$30	<input type="checkbox"/> Patron \$1,000/year	installments of \$100 each)

Name: _____ Phone: _____

Address: _____ City: _____ State: _____ Zip: _____

Please make check payable to: **AVIATION TRAIL, INC.** and mail it together with this form to:

Aviation Trail, Inc., P. O. Box 633, Wright Brothers Branch, Dayton, OH 45409