



THE WRIGHT FLYER

Aviation Trail, Inc.

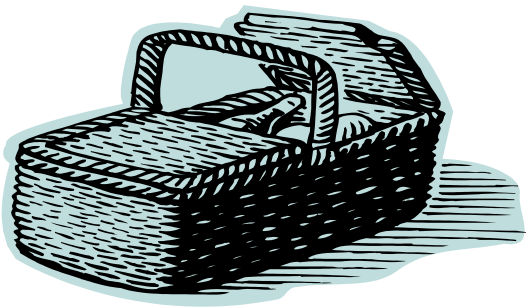
Summer 2014

ATI GOES BACK TO THE HILL FOR A PICNIC

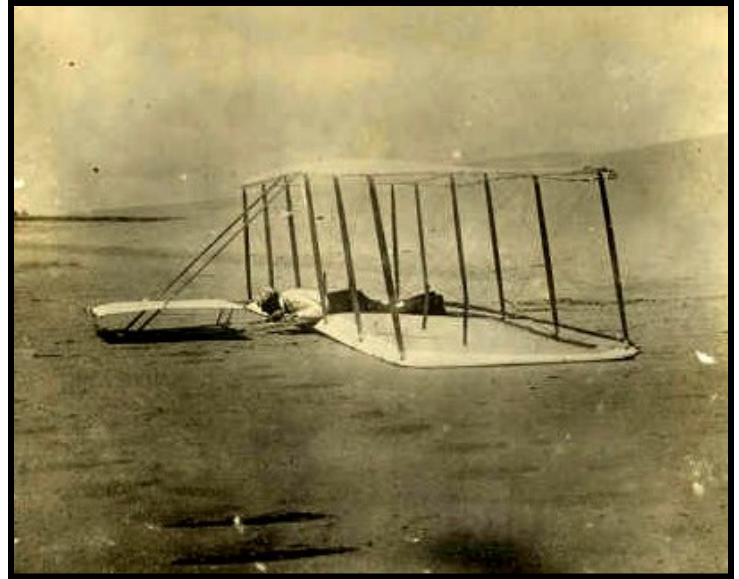
ATI is going back to the hill—the Wright Brothers Hill at Wright-Patterson AFB—on Sunday, Aug. 17, for a picnic and informative talk about the Wrights' glider experiments. As in previous years, there will be picnic food and entertainment for the kids.

The box lunches will be ready at 12 noon—filled with Jersey Mike's sandwiches, chips and cookies. Following lunch on the plaza or at the picnic tables, National Park Service Ranger Ryan Qualls will present *Gliding the Wright Way*, a power point presentation on the Wrights' glider experiments.

Picnic cost is only \$14 for an adult and \$39 for a family of up to five persons and reservations should be made by Thursday, Aug. 14. Make your reservations by sending your check to Aviation Trail, Inc., P.O. Box 633, Wright Brothers Branch, Dayton, OH 45409.



While the memorial and plaza are undergoing maintenance this summer, no work will be ongoing on Aug. 17. By that date contractors will have removed the granite steps, repaired the foundation, reset the steps and removed the pink granite steps from around the large, vertical monument stone.



According to ATI President Marvin Christian, no speaker to the group has ever focused on Wilbur and Orville's gliding work. "This should be a most interesting talk and we welcome Ryan and the effort he has put into the presentation," he said.

WACO Field representative Jim Beisner will be there with bottle rockets for the kids and Randy Zuercher, ATI Parachute Museum curator, and Ann Armstrong Ingoldsby will be inviting all to try on a parachute backpack just for the fun of it. All are ATI trustees.

Ryan is a native of Dayton and earned a master's degree in history through the Public History Program at Wright State University in 2012. He came to the Dayton Aviation Heritage National Historical Park in 2010. His duties include the Bike-with-a-Ranger program and the Aviation Speakers Series presented at the Engineers Club in Dayton.

Traditionally, ATI hosts an event in mid-August to commemorate the mutual birthdays of Orville and Katharine Wright. Both were born on Aug. 19—Orville in 1871 on Hawthorn Street in Dayton and Katharine in 1874, also in Dayton on Hawthorn Street.

CLARK E. BECK WALK OF FAME INDUCTEE



Clark Beck, foreground, will be inducted into the Walk of Fame Sept. 25. He poses with his grandson Emory Beck-Millerton, an engineering student at the University of Cincinnati.

Clark E. Beck, long-time ATI Board of Trustee member, has been selected to the Walk of Fame in Dayton which honors and celebrates the lives and accomplishments of individuals from the Miami Valley.

A long-time Dayton resident, Clark's award cites his contributions to engineering research at Wight-Patterson AFB, his teaching career at Wright State University, Central State University and Sinclair Community College, involvement with the local development of Wright STEPP (for Science, Technology Pre-college Program) and contributions, via funds and advice, to minority engineering students.

He also has served on a host of community boards and was the founding president of the Kidney Foundation of Dayton--holding the proud record of living 41 years with a transplanted kidney.

The celebratory Walk of Fame lunch will be held Sept. 25 at the Ponitz Center at Sinclair Community College in Dayton when the University of Dayton Men's Basketball Program, Paul "Easy" Arnold, Richard H. Grant Sr., and Michael Hauer also will be inducted into the Walk of Fame.

Clark's Walk of Fame commemorative stone will be installed in the sidewalk in the historic Wright-Dunbar neighborhood where it will join ones of other notables in disciplines from arts and culture to aviation to the business and corporate world to sports.

Clark earned his mechanical engineering degree 60 years ago at the University of Cincinnati, holds an honorary doctorate of science from UC, and is a licensed professional engineer in Ohio. Despite difficulties, he was one of the first two UC African-American engineering grads and has mentored his grandson Emory Beck-Millerton who is a UC undergraduate engineering student and plans to pursue a master's in engineering and doctorate in physics.

Beginning his government career as a co-op student at Wright-Patterson, Clark specialized in testing military structures and equipment from sub-zero temperatures to 2,500 degrees F. for the Dyna-Soar project, which eventually became the Space Shuttle.

Besides serving on the ATI Board, Clark stays involved with Wright STEPP, is a trustee of Antioch University Midwest, and a member of the local Engineers Club, and National Society of Professional Engineers. He is a fellow of the American Society of Mechanical Engineers, the National Society of Professional Engineers, and the Society for Technical Communication.

Clark helped establish the Pioneers Scholarship Fund at UC and, for many years, has contributed to the Minority Engineering Program and the Darwin T. Turner Scholarship Fund, also at UC.



GROUNDBREAKING FOR FOURTH AIR FORCE MUSEUM BLDG.

Dignitaries in hard hats participate in a ceremonial groundbreaking June 3 for the National Museum of the U.S Air Force's new \$35.4 million building which will expand the museum significantly.

The long-awaited start of the new structure was a day for celebration and anticipation of the new space which will house the Presidential and R & D Gallery aircraft, the only remaining XB-70, and a new and expanded Space Gallery.

Fund-raising by the Air Force Museum Foundation will continue, however, to meet a campaign goal of \$46 million. Those additional monies would provide for further options such as theatrical lighting, a west tow path, and an additional café, as well as educational requirements including STEM Learning Modes and a wireless capability in the building.

A.T.I. -WHO ARE WE ?

(Periodically, our newsletter will feature a member of our dedicated group of volunteers, the Board of Trustees)

PATTY WAGNER: PILOT, WING WALKER

Periodically our newsletter features a member of our ATI Board of Trustees or our members. Angie Popovich, a trustee, has penned this profile of Patty Wagner, also a trustee.

While Patty Wagner is a finance specialist at Meadowbrook Country Club, she's also co-owner of the Wagner International Airport, a former world-renowned wing walker and board member of the WACO Airplane Museum in Troy, Ohio.

Any conversation with Patty (Walsh) Wagner displays her enthusiasm and love for flying and its historic importance. When Patty describes the absolute joy of soaring in the air on wings or piloting an airplane, the wonder is still evident, even after almost 50 years "in the air."

"My first experience in an aircraft was when my dad took me for a ride in a helicopter. I was five. My father, a WWII veteran, died when I was young, but I'll always cherish that memory." While growing up in Dayton View and attending Colonel White High School, Patty began working at the Meadowbrook Country Club and a family friend encouraged her to take flying lessons.

Her mother was concerned and refused to sign permission. The day after her 18th birthday, she signed up, started her lessons in a Citabria at South Dayton Airport (now Moraine Airpark), and met her future husband, Bob Wagner, who co-operated the airport with Harold Johnson.

"At that time, 1966, there were very few women taking flying lessons there. No women pilots were featured in ads or the media. However, the people there were kind, and treated me like a part of a family with different age groups and from different backgrounds. I traded working at the airport for flying time."

Patty passed her written exam and became a licensed pilot. Currently she is rated as a commercial pilot, single engine land and sea, and glider.

A shared love of flying drove everything in the romance between Bob Wagner, the dashing WACO pilot, and Patty Walsh. They married on Election Day, Nov. 5, 1968, so they could vote first. Then began the honeymoon, with charts for the entire United States and with Just Married painted on the side of the Cessna 195. They lived in a small house at the airport.

One memorable excursion for Patty was a trip to Alaska in the early 1970s. Bob and she delivered two new planes to Anchorage. The Citabrias were small, two-place airplanes with 150 horsepower engines but without radios and GPS. Bob had a portable radio to communicate with the towers and Patty flew on his wing and into controlled airports as a "flight of two." The flight took a week in some intimidating, as well as exhilarating, circumstances.

Patty's wing - walking career began almost by accident. Bob and the late Harold Johnson flew the King's Island aerobatic shows. A student of Bob's owned a Stearman with wing stands, but lacked the credentials for performances. He hired Bob, who was FAA-certified, to perform at air shows. However, the harness was non-adjustable and wouldn't fit him. Patty was recruited as the "crash-test dummy" with promise of a steak dinner. Thus began a new chapter in their lives.

When their first sponsor sold them his WWII trainer, a Stearman, Bob divested his partnership at the airport and the couple went into the business full-time, with Bob as stunt pilot and Patty as the wing walker.



Wing walker Patty Wagner on their Stearman

Over the next 30 years, they flew their antique biplane through 47 states (missing Rhode Island) and in all the Canadian provinces from Quebec to British Columbia, plus an adventure of airshows in Venezuela.

In 1982, Patty and Bob purchased a private airstrip between West Milton and Troy. Neighbors looked out for the property when they were gone. The property has two hangers and is now the Wagner International Airport. "We were so lucky to get into the air show business and to start our airport at the right time. So many of the small airports, with their friendly operators, are gone," Patty states.

The WACO Airplane Museum grew out of an annual "WACO Fly-In" at neighbor Mary and Joel Leavelle's house. The Fly-In commemorates Troy's role in the manufacture of this historic airplane.

Plans were developed to establish the museum with an active runway near Troy. "We now have a runway, a hanger, educational programs, and staff. We are so fortunate." Bob still works for WACO Classic, which is now based in Battle Creek, Mich., and Patty is still employed by Meadowbrook.

ATI Board members Betty Darst and Nancy Horlacher persuaded Patty to "come aboard" ATI, first as an advisor and then as a trustee. She brings love for the airplane and its history with her to every activity ATI undertakes.

"We're living a dream on an airport. We're very lucky to have lived our lives as fliers," she said.



New Zealander Friendship Force visitors who were hosted by the Dayton Friendship Force recently enjoyed touring aviation sites in Dayton—and earning their souvenir Wilbears. Between May 20-27, the group visited the Dayton Aviation Heritage National Historical Park, Wright Memorial, National Museum of the U.S. Air Force, National Aviation Hall of Fame, Hawthorn Hill, Carillon Historical Park, and Woodland Cemetery. Planners for the trip were Nancy Dyer, second row in black stripes, and Bobi McDermott, far right, bottom row.

Photo courtesy of Betty Darst

GAFFNEY'S WRIGHT BROTHERS BOOK LAUNCHED IN DAYTON

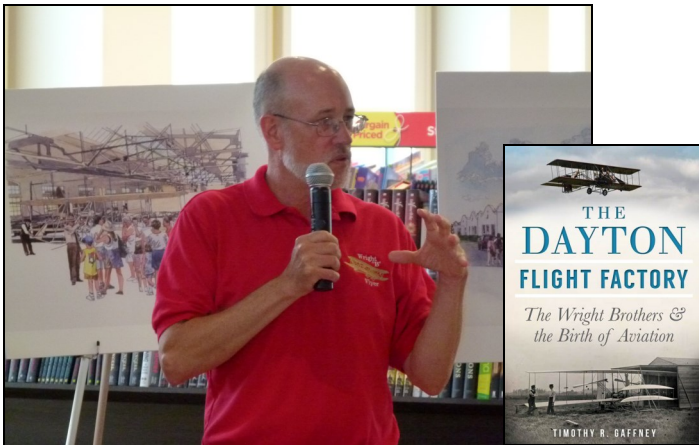
Timothy R. Gaffney's local launch of his book, *The Dayton Flight Factory: The Wright Brothers & the Birth of Aviation*, at Books & Co. July 2 served notable dual purposes.

He both reviewed the book's story line and promoted the preservation of the, amazingly, still-standing Wright factory buildings in West Dayton—the first constructed nationally for aircraft manufacturing.

Using both antique Wright photos and his own color photography on power point, Gaffney wove the story from the close-knit family's home life on Hawthorn Street in Dayton to the brothers' careers as printers, then glider and powered plane inventors and then aircraft manufacturers—all just one and one-half miles from their Wright Cycle Co.

The brothers' industrial enterprise began in 1910 using the Speedwell Motor Car Co. to construct an early production Wright Flyer; the first aircraft built in their own factory was a Wright B. By the close of 1911, two factory buildings were completed and had Frank Russell on board as the first factory manager.

The two structures, totaling 20,000-square feet, held some interesting features. One, a simulator, a "mechanical bull," was first used by all the pilot trainees before they journeyed to Huffman Prairie for test flights.



Author Tim Gaffney talks about his newest book, *The Dayton Flight Factory: The Wright Brothers and the Birth of Aviation*.

Gaffney's narrative included some-seldom-seen interior photos of the manufacturing of Wright airplanes—mostly from the Special Collections and Archives at Wright State University. One photo, in particular, depicts the only woman, Ida Holgrave, who had hands-on work in the factory, sewing wing fabric.

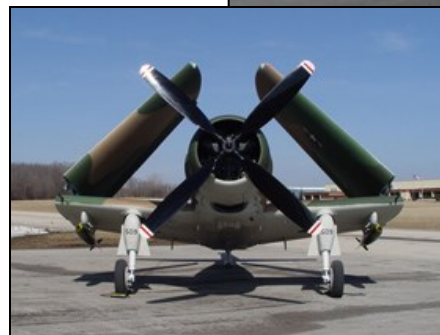
The other employees, although clearly seen at work, are seldom identified. The Wrights' business-related records—personnel rosters in particular—are lost, Gaffney said. "They were not businessmen."

That led to a request for anyone who had family relatives who worked at the factory to contact the Wright Factory Families project, an informal collaboration between the National Aviation Heritage Alliance (NAHA) and the Special

Collections and Archives at WSU. There a new collection will focus on the factory workers. In fact one such descendent was present for Gaffney's talk.

Bob Blank is the grandson of one of those factory workers, Harvey D. Geyer, who died in 1951 but left for his grandson a collection of memorabilia of his employment at the Wright factory, Gaffney's narrative wove naturally into the current, on-going effort to preserve the two original factory buildings—and three others added later --so that the National Park Service could, at some future time, add them to the Wright attractions in the Dayton Aviation Heritage National Historical Park.

Spearhead for that mission is NAHA and its representative Executive Director Tony Sculimbrenne, displayed six architects' sketches of the factory as potential future tourist sites and suggested that—using the factory site as the incubus—aircraft manufacturing could be brought back to Dayton.



The Vectren Dayton Air Show, July 29-30, was a "winner" this year with the U.S. Navy's Blue Angels wowing the crowds estimated at 65,000, parachutes punctuating the sky with the U.S. Air Force Academy's Wings of Blue skydiving team—its first appearance since 1982—a variety of other aerial acts, and plenty of static aircraft and booths on the tarmac to peruse. Here are snaps of some of the highlights, courtesy of the Dayton Air Show.

LOCAL AVIATION PRESERVATIONIST GERALD S. SHARKEY DIED APRIL 7



Gerald S. Sharkey, a past president of ATI from 1985-89 and prime mover in creating an Aviation Trail to draw tourists to local aviation sites--especially ones linked to the Wright brothers--has died at age 71.

His tireless, early work to save historic aviation buildings led, ultimately, to a four-site National Park in Dayton and development of the Wright-Dunbar neighborhood where the Wright brothers' fourth bicycle shop still stands.

Aviation historian Tom Crouch has said, "Without Jerry, Wick Wright and Michael Gessel there would not be a Dayton Aviation Heritage National Historical Park. He worked tirelessly to build and maintain local support for the effort..."

Sharkey was one of the 18 incorporating trustees of ATI as a not-for-profit entity which evolved from a regional economic development conference held at the University of Dayton in November 1980. The conference was co-sponsored by the Miami Valley Regional Planning Commission and the Dayton Area Chamber of Commerce.

A promoter of events for the centennial of the Wrights' first flight, Sharkey served on the Dayton 2003 Board established for that celebration, Friends of the Wright Brothers and Paul Laurence Dunbar Board.

A Dayton native, Sharkey was a graduate of Oakwood High School and the University of Dayton and taught at Alter High School and Carroll High School, both in Dayton, before becoming an administrator at the Montgomery County Home. He received a special alumnus award from UD for his civic work in Dayton and was featured in a UD Quarterly magazine.

Visitation was at Westbrook Funeral Home with mass at St. Albert the Great Church. He is survived by his wife Claire (Martin) and four sons.

AVIATION EVENTS STILL ABOUND INTO DECEMBER

Summer is about half over, but there still are plenty of aviation-themed events for young and old. Take note of these activities into December.

Friday, Aug. 8: RAMPFEST at Dayton-Wright Brothers Airport in Miamisburg, from 5-9 p.m. ATI will be there offering parachute fittings and a table display—inside the Commander Aero hangar.

Sunday, Aug. 17, 11:30-3:00: ATI goes back to the hill—the Wright Brothers Hill at Wright-Patterson AFB—to commemorate the mutual birthdays of Katharine and Orville Wright. Box lunches will be ready at 12 noon followed by a talk by NPS Ranger Ryan Qualls on the Wrights' gliding experiments.

Saturday afternoon, Sept. 6: the National Park Service's AERO CARNIVAL at Huffman Prairie Flying Field. Free admission. ATI will show the silent film "Wings" in the Wright Hangar and provide free pretzels and lemonade for visitors.

Sunday, Sept. 7, 12 noon-2:30: the National Park Service sponsors a free Ice Cream Social at the Wright Memorial with ATI managing and distributing the sweet treats.

Saturday, Sunday, Sept. 13-14: WACO Fly in at Historic WACO Field, Troy, Ohio

Friday, Oct. 4: the National Aviation Hall of Fame 51st annual enshrinement dinner and ceremony at the National Aviation Hall of Fame Learning Center and the National Museum of the U.S. Air Force. Seating is limited to 600. Contact: 937.256.0944



BIKE-WITH-A-RANGER TOURS 2014 CURRENTLY UNDERWAY

The National Park Service's 2014 Bike-with-a-Ranger program is well underway with Ranger Ryan Qualls as its organizer. The first tour, the Hawthorn Hill Tour, took place July 13, followed by ones scheduled for July 27 and Aug. 17.

The Paul Laurence Dunbar Tour dates are July 26 and Aug. 9 and the final "ride" will be Aug. 31 featuring the Huffman Prairie/Mad River area.

To register, or for more information, call the Dayton Aviation Heritage National Historical Park, 937.225.7705 or e mail Ryan at ryan_qualls@nps.gov.

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Dayton Mayor Nan Whaley, third from left, toured the Wright Co. factory buildings May 16 with officials from the National Aviation Heritage Alliance, the site redeveloper (Home Avenue Redevelopment LLC) and Dayton's economic development staff. The mayor was briefed on efforts to preserve the buildings as a national park unit and redevelop the remainder of the 54-acre site with complementary uses. The historic buildings are now visible from West Third Street.

Photo courtesy of NAHA



Summer 2014

www.aviationtrailinc.org

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REMINDER

--**Sunday, Aug. 17**, is the date for ATI's annual remembrance of Katharine and Orville Wrights' mutual birthdays. We'll go back to the hill—the Wright Brothers Hill at Wright-Patterson AFB—for a picnic celebration. Box lunches will be ready at 12 noon and following lunch there will be a program of the Wrights' gliding experiments by National Park Service Ranger Ryan Qualls. Maintenance work on the Wright Memorial will NOT interfere with the picnic.

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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:

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