



Experience the Birthplace of Aviation!

A non-profit corporation in partnership with the National Park Service to promote Aviation Heritage in the Dayton region

Visit the historical sites that tell of man's conquest of the air.

"The Flight Log" -

AVIATION TRAIL MAIL

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Aviation Trail Visitor Center • Wright-Dunbar Interpretive Center • Dayton Aviation Heritage National Historical Park
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Print Version

JUNE 2020 ISSUE

06/26/2020

This "Flight Log" highlights some of the stories and events featured on the Aviation Trail website: AviationTrailInc.org

Site Openings

- **Re-openings of Some Aviation Trail Sites Announced**
- **Other Re-openings Pending**

As indicated in the "Flight Log" for the last three months, most of the trail site facilities have posted closings due to the COVID-19 virus threat. There are several sites that have re-opened in June, and more scheduled for July. This is something that can change daily, so check the websites for the individual trail sites to get the latest information. A list of the status of sites on the Aviation Trail is also posted on the the "Aviation Blog" page of the Aviation Trail website. It is updated as changes occur:

<https://www.aviationtrailinc.org/post/covid-19-closure-updates>

Since things can change on a day-to-day basis, it is recommended that visitors contact the individual sites directly before making plans to visit. The website and phone information for each site is available on the Aviation Trail website "Trail Sites" page, <https://www.aviationtrailinc.org/copy-of-trail-sites>, and on the Aviation Trail brochure, which can be downloaded from that page.



In Memoriam

Passing of Aviation Trail Board Member Dr. Clark Beck

Aviation Trail mourns the death of Dr. Clark Beck who passed away on June 14, 2020. Dr. Beck served on the Board of Trustees of Aviation Trail for many years. He held a Masters degree in Aerospace Engineering from the University of Cincinnati, as well as an honorary doctorate. He had a long career as a civilian research engineer at WPAFB, and also with Wright State University, where he started the Wright STEPP program, a

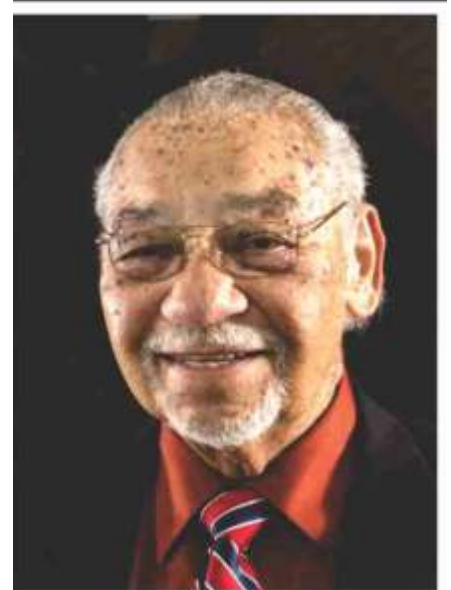
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Science, Technology, and Engineering Preparatory Program.

In 2014 he was inducted into the Dayton Region Walk of Fame - see the story on an Aviation Trail blog entry at this link:

<https://www.aviationtrailinc.org/post/2018/03/24/stories-from-the-dayton-walk-of-fame>



His obituary can be seen at: <https://www.bakerhazelsnider.com/memorials/clark-beck/4245069/index.php>

Aviation Trail President Marvin Christian had these words to reflect on Dr. Beck's contributions:

"What a life he led and what a gentleman he was. Clark Beck's lifetime history was truly amazing. Always thoughtful and to the point in his active years he was a strong supporter of ATT's activities. At his Walk of Fame induction he just beamed at the mention of Aviation Trail. Clark's spirit will be missed. Godspeed my friend".



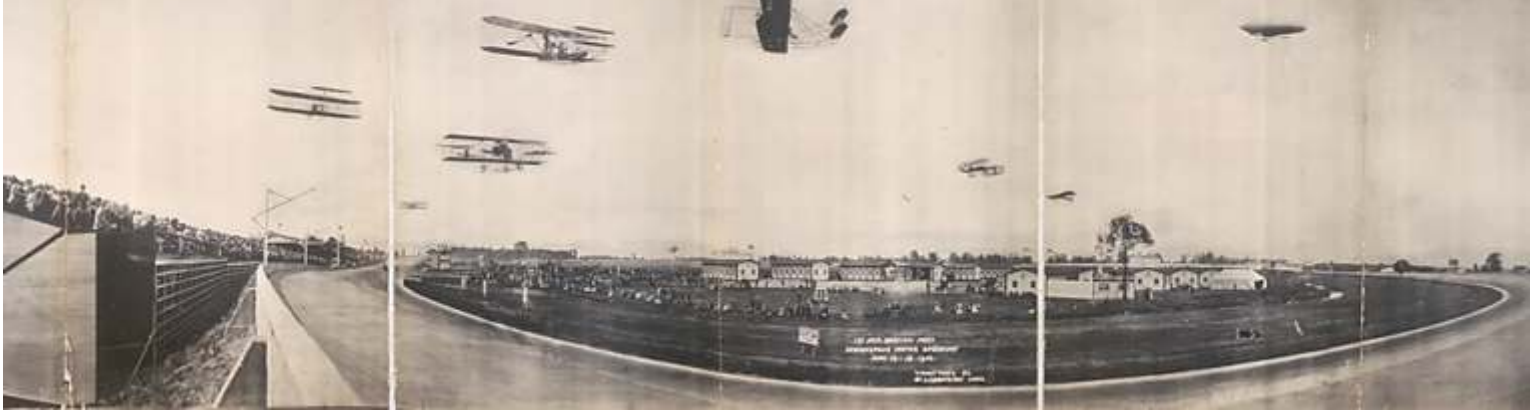
Clark Beck's Wall of Fame Plaque



June in Aviation History

"The Great Aviation Show of 1910", Indianapolis Motor Speedway

The Wright Exhibition Team at the Speedway:



A 1910 Air Show was one of the first major events at the Indianapolis Motor Speedway. Newly constructed the prior year, the facility had seen limited use in its first year of 1909, with a helium-filled balloon race in June, a day of motorcycle races in August, and an auto race weekend later in August. The auto racing had resulted in five fatalities (one driver, two riding mechanics, and two spectators) due largely to the inadequate stone chip & tar paving of the track. This led to paving the track in bricks in preparation for the 1910 season. After the repaving, for the first full year of operation in 1910, a Memorial Day race meet was held with a 200 mile feature race.

Still a year away from the first running of the Indianapolis 500, the track management had planned for another innovation for 1910. From June 13 through June 18 of 1910 they hosted the first demonstration of airplanes in Indiana, turning the new speedway into an aerodrome, and the site of one of the earliest air shows in the country. They constructed facilities in the infield to house the planes and equipment, along with a monorail for launching the airplanes. Flags were positioned around the track to delineate parameters for timed flying laps.

There were eleven entries for the "The Great Aviation Show of 1910", six of which were entered by the newly formed Wright Exhibition Team. Orville and Wilbur Wright had not been in favor of an exhibition team, but were eventually convinced of the opportunity to showcase their technology and give a financial boost to the Wright Company. In January of 1910 they began to put together a team with a goal of being ready to participate in the June Indianapolis event. Three of the original team members were from Dayton, Ohio. One was Walter Brookins, whom they had known from when he was four years old. (Walter had also been a student of Katherine Wright in school). Spencer Crane and Clifford Turpin were also from Dayton. Arch Hoxsey, Ralph Johnstone, Frank Coffyn, Philip Parmelee, Al Welsh, and Duval La Chappelle were other team members. Those who flew at the Indianapolis event were Welsh, Coffyn, Hoxsey, Johnstone, La Chappelle, Walter Brookins, plus Orville Wright himself.

Indianapolis-based aviators Joseph Curzon, Mel Marquette, Russell Shaw and George Bumbaugh fielded four of the entries. Brumbaugh's entry was owned by speedway president Carl Fisher. One monoplane was entered by aviation pioneer and barnstormer Lincoln Beachey. The Wright planes were the only ones to get off the ground successfully during the six days of events.

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Orville was the first to fly on the opening day of Monday, June 13. He also took track founder Carl Fisher as a passenger on one flight. But it was 20 year old Walter Brookins, just over a month after his first solo flight, who was the star pilot of the event, with aerobatics and record setting feats. In addition to excelling in the timed laps, he set a new world's altitude record at 4,384.5 feet on June 13 (bettering a record that was only five months old), and then resetting the record again on June 17 at 4,939 ft. He accumulated 7 hours and 59 minutes of flight time, with his longest flight being 1 hour and 4 minutes. He also won two races against a novel propeller driven "Wind Wagon" car made by the Indianapolis auto manufacturer Overland. (The car's speed had been clocked at 60 mph).



Several of the six days of the event were held under rainy and windy conditions that limited flying time, but a Wright Flyer had been available for attendees to see up close on the ground, and there was still plenty of impressive flying. Orville closed the event, just as he

had opened it, with his own demonstration of flying skills, impressing the spectators. The Wright Exhibition Team had accomplished what they had aimed for. And the Indianapolis Motor Speedway had staked its claim as a legendary proving ground of technology for years to come.

The following year, in 1911, the first Indianapolis 500 was held. But it was not the end of the track's association with aviation. The U.S. entry into WWI spurred rapid aviation development, and with Indianapolis' strategic location to military airfields, railroads, and industry, U.S. Army opened an Aviation Repair Depot at the speedway facility in early 1918. It was the location of the 809th, 810th, 811th, and 821st Aero Squadrons, where aircraft and engines were tested, modified, and repaired. The speedway location provided hangars and a test field, making the IMS an aviation hub during WWI.

("Wright Exhibition" continued on next page...)

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See these interesting links for more reading, with further links and photos:

https://www.indianapolismotorspeedway.com/news-multimedia/all/2020/02/02/the-indianapolis-air-show-ims-1910?event_class=%7bc4d9ffb-f711-48fd-a53b-bd75d277coa4%7d&startrow=6

<https://www.firstsuperspeedway.com/articles/category/59>

http://www.airfields-freeman.com/IN/Airfields_IN_Indy_W.htm#indy

Also see: Wright State Archives blog (article by Dawne Dewey in June of 2017) with more photos:

<https://www.libraries.wright.edu/community/outofthebox/2017/06/19/when-the-brickyard-was-an-airfield-flying-at-the-indianapolis-motor-speedway-1910/>

Dawne Dewey Retirement

Head of the Special Collections and Archives at Wright State University retiring after 31 years



Congratulations to Dawne Dewey on her retirement as head of Special Collections and Archives at Wright State University, Paul Laurence Dunbar Library (site #10 on the Aviation Trail) effective as of June 1, 2020.

Dawne's background at Wright State includes a BA in History and Anthropology with Honors, 1980, and an MA in History, 1984. She was an archivist with Wright State from 1989 to 1997, and Head of Special Collections and Archives, Director, and Public History, 1997 to 2020. In addition to many duties over that period, including teaching, she has been responsible for safeguarding millions of documents, records, and photographs in the Wright Brothers Collection.

Wright State held a virtual retirement celebration for Dawne and her 31 years of service on May 29. Thanks to Her passion for history, and dedication to its preservation, she has made a lasting contribution to aviation heritage.

For a special look into the Wright Brother Collection, watch this C-Span video, presented by Dawne, at this link:

<https://www.c-span.org/video/?316488-1/wright-brothers-collection>

See more about the WSU Archives at <https://www.libraries.wright.edu/special/>

and these links on Dawne Dewey's retirement:

<https://wsuguardian.com/dawne-dewey-retires-after-31-years-at-wsu/>

<https://www.dayton.com/entertainment/personalities/tom-hanks-once-took-something-from-dawne-dewey-did/j8oxEqUGAeZwksh7WzUKM/>

Airman to be Inducted in the Dayton Walk of Fame

Airman First Class William H. Pitsenbarger, USAF Pararescueman, one of five inductees for 2020

STORIES FROM THE DAYTON REGION WALK OF FAME

Highlighting Past Recipients with Contributions to Aviation and Aviation Technology



2020 INDUCTEE - WILLIAM H. PITSENBARGER

The Dayton Region's Walk of Fame, managed by Wright Dunbar, Inc., is a series of granite pavers installed in the sidewalks in the historic Wright-Dunbar Business District, along the perimeters of the Aviation Trail Visitor Center and the Dayton Aviation Heritage National Historical Park. The Walk of Fame honors individuals or groups from the Dayton region for outstanding contributions in various endeavors and disciplines. This Aviation Trail Aviation Blog will highlight some of the recipients from past years whose contributions have involved aviation.

From the Wright-Dunbar, Inc., Dayton Region Walk of Fame news release:

William H. Pitsenbarger (1944 – 1966) Airman First Class, USAF. Born and raised in Piqua, Ohio, William tried to enlist in the U.S. Army as a Green Beret during his junior year of high school but his parents refused to give their permission. After he graduated from high school, he joined the Air Force and in 1962 found himself on a train bound for Air Force basic training. Airman Pitsenbarger volunteered for Pararescue and was trained and assigned to the Rescue Squadron based at Hamilton AFB, California. He served a temporary duty in Vietnam and then volunteered to return. He received orders in 1965 to report to the 38th Air Rescue and Recovery Squadron at Bien Hoa Air Base in Saigon.



On May 11, 1966 near Cam My, Airman Pitsenbarger was aboard a rescue helicopter responding to a call for evacuation of casualties. Pitsenbarger rode a hoist to the ground where he coordinated rescue efforts, cared for the wounded, and prepared casualties for evacuation. Airman Pitsenbarger stayed behind to perform medical duties during a period of heavy assault by a large Viet Cong force. He courageously resisted the enemy, distributed vital ammunition to his fellow soldiers, repeatedly exposed himself to enemy fire and returned fire whenever he could. Airman Pitsenbarger was fatally shot and perished while saving the lives of wounded soldiers on the ground. For his courage and gallantry, Airman First Class William H. Pitsenbarger was posthumously awarded the Air Force Cross. In 2008, his family accepted the Congressional Medal of Honor from the Secretary of the Air Force. William Pitsenbarger is buried in Miami Memorial Park Cemetery in Covington, Ohio.

For more on all of the distinguished 2020 Walk of Fame inductees see the "News" page on the Aviation Trail website:

<https://www.aviationtrailinc.org/news>

or at the Dayton Walk of Fame website:

<https://www.daytonwalkoffame.citymax.com/index.html>



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www.aviationtrailinc.org

Yes! I want to support Aviation Trail, Inc.

Mr., Mrs., Miss, Ms. _____

Address _____

City, State, Zip _____

Phone (H) _____ (W) _____ (C) _____

E-mail Address (to receive online newsletter) _____

(Name to be used for recognition if different than above) _____

All levels of Aviation Trail memberships, except for Life Membership, are annual and are subject to renewal, at the desired level, by each January.

Membership Levels

I / We wish to remain anonymous.

_____ \$25.00 Senior (age 60+)

_____ \$75 Contributing

_____ \$1000 Patron

_____ \$30 Individual

_____ \$150 Supporting

_____ Other- I am a life member and would like to make an additional contribution

_____ \$40 Family

_____ \$1500 Individual Life Member*

(*May be paid in three annual payments of \$500 per year, mail in only)

_____ Donation - I would like to support Aviation Trail with a **DONATION** of \$ _____ to Aviation Trail

Please apply my donation to:

Membership Fund

Preservation Fund*

Wilbear Fund**

* Donations will be designated to promote and preserve historical aviation sites in the Dayton Region.

** Donations will be designated to promote and preserve the "Wilbear Wright" teddy bear program that promotes the Aviation Trail and its partner sites.

Check enclosed. Make payable to: Aviation Trail, Inc.

Mail to Aviation Trail, Inc. / PO Box 633 / Wright Brothers Station / Dayton, OH 45409

Members and donors receive an online subscription to the Aviation Trail newsletter, *Flight Log*, and advance invitations to Aviation Trail events and programs.

Online credit card payments may be made from our website at www.aviationtrailinc.org.

Select the "Memberships -Donations-Reservations button from the top menu. Secure payments are made through PayPal.

Donations to Aviation Trail, Inc., a 501(c)3 organization, in partnership with the National Park Service to promote Aviation Heritage in the Dayton region, are fully tax deductible.

Aviation Trail, Inc. / PO Box 633 // Wright Brothers Branch / Dayton, OH 45409 / www.aviationtrailinc.org