

Wright "B" Flyer, Inc.

WRIGHT LANDINGS



Issue 1, 2013

Dayton, Ohio

Winter 2013

CARY-GUM MEMORIAL

The Mitch Cary and Don Gum Memorial Garden which is located in front of our Hangar was dedicated in August of 2012. Mitch and Don were both long time members, professional pilots, trustee board members, and extremely close colleagues of everyone in the Wright B Flyer organization.



The Memorial Garden was constructed by WBF Volunteers from donations received from relatives, close friends, fellow volunteers, and trustees as well as the general public.

Neal Charske and his team worked extremely hard in the construction of the Memorial Garden and the National Park Service was very kind in their donation of the Walkway Paving Stones.



MITCH CARY-DON GUM MEMORIAL AVIATION SCHOLARSHIP

This scholarship was established by the National Aviation Heritage Alliance to honor Mitch Cary and Don Gum, the Wright B Flyer pilots and engineers lost in an aircraft accident in July 2011. This scholarship will be awarded annually.

The first award of this scholarship was made on December 17th, immediately following the 109th Anniversary of Powered Flight ceremony held at the



orientation ride in our 1911 Wright B Flyer look-a-like aircraft.

Wright Memorial on Wright Patterson AFB.

The scholarship was awarded to William Daniel (Will) Everett. The \$1500 will allow Will to continue his flight training towards a private pilot's license. Will currently has 17 hours of flight time and has soloed.

Wright B Flyer also provided Will with an Honorary Aviator Membership which will give him an

REPORT ON THE BROWN BIRD



The Brown Bird has completed a very successful flying season. We flew 185 Honorary Aviator orientation flights and seven flyovers of local events, including the Air Force Marathon.

The aircraft is now undergoing its annual condition inspection and some modifications, including new front wheels. The Brown Bird continues to be our workhorse and revenue generator. We are scheduled to start the 2013 flying season on May 2nd.



A reminder—When you put one of the Leader In Flight plates on your automobile, you not only promote Dayton's proud aviation heritage, you contribute \$15 to our Wright B Flyer.

Wright "B" Flyer, Inc.

Wright Landings is published quarterly for the information of members and volunteers of the Wright B Flyer, Inc., a 501(c)(3) non-profit organization.

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NEW LANDINGS EDITORS

Karen and Wayne Pittman are new volunteers with the Wright B Flyer who will be producing the association newsletter, *Wright Landings*. Both have extensive volunteer experience with aviation-related activities in the Dayton area--the Air Force Museum, Wright State Archives, the 2003 Committee, the old Dayton Air Show. They give free aviation site tours to reunion groups. For the past 15 years, they co-edited the newsletter for volunteers at the AF Museum.



After Wayne's retirement from the Air Force in Germany in 1989, they had to choose a retirement home. They eventually picked Dayton because of its rich aviation history. Shortly after arriving, Karen remembers that they were driving south on I-675 when they heard a strange noise. Flying down the freeway was our Wright B Flyer look-alike. Karen says they looked at each other and instantly knew they'd made the right decision.

AERIAL AMERICA LENSES DAYTON'S AVIATION HERITAGE FROM ABOVE

Tim Gaffney



Aerial America helicopter trailing the Wright B No. 001. Black ball under nose is camera. Photo by Tim Gaffney.

Dayton's national aviation heritage was in the spotlight last Fall as a production crew for the Smithsonian Channel's "Aerial America" TV series overflew several heritage sites for an upcoming episode.

The flying produced an aerial spectacle of its own on October 17th as "Aerial America's" helicopter took off from Dayton-Wright Brothers Airport with our Wright Model "B" lookalike airplane and accompanied it up the I-675 corridor for a flyover of historic Huffman Prairie.

The website for "Aerial America" says the series "offers rare glimpses of our nation's most treasured landmarks, all seen from breathtaking heights."

Emily Osborne, coordinating producer for the series, said the crew was in Ohio for several days, gathering airborne video around Akron, Canton, Marietta, Ohio University, and other locations.

Shooting in Dayton was unique, she said. Because of its rich and well-preserved history, "Dayton is all aviation," she said.

The episode including Dayton is expected to air sometime this year, Osborne said.

The Smithsonian Channel features original documentaries, series, and programs highlighting America's historical, cultural, and scientific heritage.

SUPPORT WRIGHT "B" FLYER INC.

The Wright "B" Flyer organization is financed by contributions from flying enthusiasts and sponsors. Your support will assure continuation of this lasting hallmark of Dayton's legacy as the Birthplace of Aviation. Please join now and support the Wright "B" Flyer.

Levels of support are:

Aviator Member (\$25 per year/\$200 life) includes

- Subscription to Wright "B" Flyer newsletter
- Attendance (with guest) at annual dinner
- Vote for Wright "B" Flyer trustees
- Participation in all Wright "B" Flyer activities
- Membership card
- Life member only: free orientation flight

Honorary Aviator (\$100) includes

- All of Aviator Member benefits, plus
- Free Orientation Ride in Wright "B" Flyer

Make checks payable to *Wright "B" Flyer Inc.*, and mail to Wright "B" Flyer Inc., 10550 Springboro Pike, Dayton-Wright Brothers Airport, Miamisburg, OH 45342

FROM THE WRIGHT SEAT

Rich Stepler, Chief Pilot

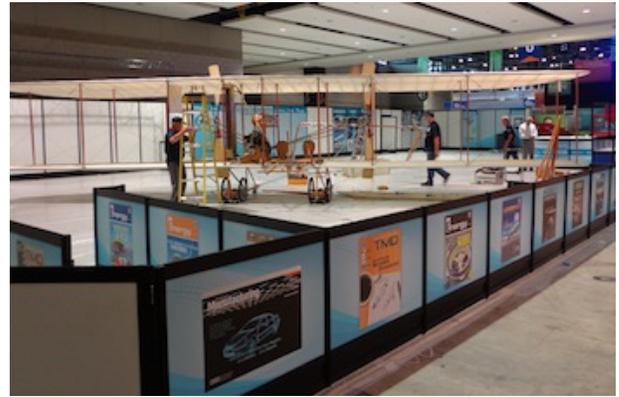
Flying the Wright “B” Flyer is a privilege and an honor. People who contribute to the museum and get an Honorary Aviator Membership usually ask one of three questions; how did I become a WBF pilot, how long have you been flying the WBF, or how did you learn to fly the WBF.

So, with all the exceptionally qualified pilots in the Dayton area, how did I get to be one of the few who regularly fly the WBF? As with most situations in life, success was a mixture of luck and skill; I was in the right place at the right time. Bill Sloan, one of the earliest pilots of the WBF, was an FAA Designated Pilot Examiner for our area; he had tested



Rich between two of the many passengers he has introduced to flying the Wright Way.

REPORT ON THE YELLOW-BIRD



Following our very successful trip with the Yellow-Bird (civilian) airplane to the International Manufacturing Technology Show at the Chicago McCormick Center in September, the airplane is now back in the storage building at the Huffman Prairie Flying Field. It will remain there until April of next year when it will be taken out, inspected, and prepared for the 2013 exhibit season in cooperation with the National Park Service.

In the meantime, Wright B Flyer Inc. and the National Park Service, with input from the National Aviation Heritage Alliance, is in the process of putting together a new Memorandum of Understanding. This agreement will outline the days of the week and the hours each day that the airplane will be on display on the Flying Field.

Following the very extensive fabric recovering operation on the airplane during the past two years, all three organizations have agreed that they should set an objective of getting more visitors to the Flying Field during the Summer season.

More program information will be forthcoming.

and granted me several of my advanced pilot and flight instructor ratings in single and multi-engine airplanes. One day Bill asked me to replace him as a WBF pilot, as he was retiring. I have heard success defined as what happens when preparation meets opportunity. That worked for me!

The second question, How long have you been flying the WBF? On May 6, 2005, what I thought was to be a demonstration flight became my first flight as a WBF pilot and I have been flying it ever since; seven years and counting.

The third question, How did you learn to fly the WBF? One of several pilots then flying the WBF taxied us to runway 02 at Wright Brothers airport, lined up on the centerline of the runway, and instead of adding power for the takeoff said “your airplane.” Well I guess that is how Orville and Wilbur learned, and so can I. Unlike the Wright Brothers, I have the advantage of several thousand hours of flight time and I had a highly qualified pilot sitting beside me, so with confidence I added full power and off we went. Surprise—the airplane has a personality! Well actually, it has an attitude! After an opportunity to fly with all the other qualified WBF pilots and about three hours of practice, I learned the procedures and techniques unique to flying the WBF.

I want to answer a question that has not been asked: What is the best part of flying the WBF? For me there are two answers: it has been getting to know and working with the wonderful group of people who volunteer their time to keep the Wright Brothers dream of flight alive so it can be experienced today; and, seeing the reaction of the people who fly with me and experience the dream for themselves.

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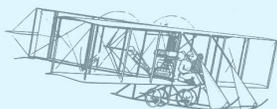
2013 FLY OVERS

The 2013 Fly Over schedule for Flyer 001 is beginning to shape up. Already on the program:

26 May, 7 pm: Dayton Philharmonic Orchestra Memorial Day Concert at Carillon Park.

28 June, Time TBD: Freedom's Call Tattoo at Wright Patterson.

9 August, Time TBD: Dayton Wright Brothers Airport Runway Fest



Sam Strother. Sam was born in St. Louis in 1923, and received his education there, graduating from Washington University in 1947 with a Bachelor's Degree in Science. Over the years he worked in increasingly responsible positions in marketing and sales of appliances and household products. He was with the Frigidaire Division of GM for 32 years, and was also employed by AB

Electrolux for 14 and White Consolidated Industries for three.

He is now retired and has volunteered with Wright B Flyer, Inc., for eight years as a member of the ground crew and in public relations. He and his wife Sue have three daughters.

