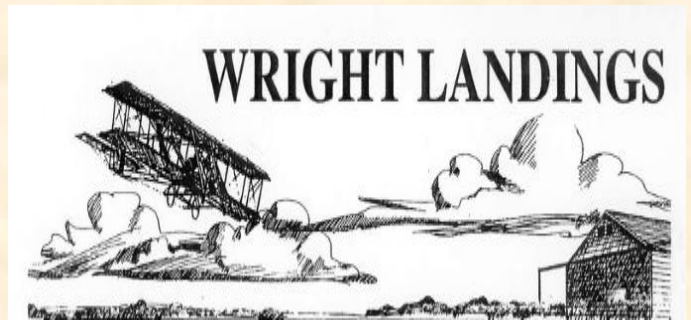


Fall Newsletter

October 2026



GOOD TIME TO VISIT!

Wright Landings is published for the information of members and volunteers of the Wright B Flyer, Inc., a 501(c)(3) non-profit organization. Dayton-Wright Brothers Airport; 10550 Springboro Pike Miamisburg, Ohio 45342 Phone: 937-885-2327

Fax: 937-885-3310. See:
www.wright-b-flyer.org



Oshkosh 2026



**We were there and flew
in the Vintage Aircraft Showcase
in Review!**

See the second page for some fun photos

See the third page and learn why Charlie Taylor was so important to the Wright Brothers' first powered flight on December 17, 1903

See the fourth page and learn about the wind damage to the front of our building

See the fifth page and review a tribute to Tom Rose

Hours of Operation

Tuesday,
Thursday, Saturday
9:00 am – 12:30pm

**Retired? Need something to
do? See the last page.**

See photos on page 2.



96-year-old Galen Gault takes a flight with chief pilot Rich Stepler



Pilot Jeff Stands prepares to take NAHA official, Jessica Reinsmoen, for a Runway Hop



Volunteers Jim Perrine and Yvette Ferrell enjoy a Runway Hop in the White Bird



Charles Edward Taylor

(May 24, 1868 – January 30, 1956)



Charlie Taylor was an American inventor, mechanic and machinist. He built the first aircraft engine used by the Wright brother in the Wright Flyer and was a vital contributor of mechanical skills in the building and maintaining of early Wright engines and airplanes. In 1896, Stoddard Manufacturing Co. hired him to make farm machinery and bicycles. But when the Wright brothers began renting from his wife's uncle a building for their bicycle shop, he went to work for them in June 1901. Initially, Taylor was hired to fix bicycles but increasingly took over running the bicycle business as the Wright brothers spent more time on their aeronautical pursuits. By 1902, they trusted him enough to run the shop in their absence while they went to Kitty Hawk, North Carolina, to fly gliders.

Building a wind tunnel was the first job that Charlie Taylor undertook for the Wright brothers that had any connection with aeronautics. The wind tunnel was a rectangular box with a fan at one end driven by a natural gas engine. Charlie ground hacksaw blades and used them for balances in the tunnel. The Wright brothers conducted many experiments in their wind tunnel, and from this data, they began to make their 1902 glider, with Charlie machining many of the parts.

When it became clear that an off-the-shelf engine with the required power-to-weight ratio was not available in the U.S. for their first engine-driven Flyer, the Wrights turned to Taylor for the job. He designed and built the aluminum-copper, water-cooled, four-cylinder aircraft engine in only six weeks, based partly on rough sketches provided by the Wrights. The cast aluminum block and crankcase weighed 152 pounds and were produced at either Miami Brass Foundry or the Buckeye Iron and Brass Works, near Dayton, Ohio. The Wrights needed an engine with at least 8 horsepower. The engine that Taylor built produced 12 hp.



In 1908 Taylor helped Orville build and prepare the "Military Flyer" for demonstration to the U.S. Army at Fort Myer, Virginia. On September 17, the airplane crashed due to a shattered propeller, seriously injuring Orville and killing his passenger, Army lieutenant Thomas Selfridge. Taylor was among the first to reach the crash. He helped lift Selfridge out of the wreckage, then undid Orville's necktie and opened his shirt as doctors in the crowd pushed their way to the scene. Orville and Selfridge were taken away on stretchers.

In September 1909 Taylor accompanied Wilbur, with a new Model A Flyer, to Governor's Island, New York City. Wilbur was to make several overwater flights at the Hudson-Fulton, demonstrating the airplane to millions of New Yorkers and showcasing the new technology of practical flight. Taylor became a leading mechanic in the Wright Company after it was formed in 1909 and continued to work with the Wright Brothers until 1911.

"I always wanted to learn to fly, but I never did. The Wrights refused to teach me and tried to discourage the idea. They said they needed me in the shop and to service their machines, and if I learned to fly, I'd be gadding about the country and maybe become an exhibition pilot, and then they'd never see me again."

— Charlie Taylor



This past spring, we had wind damage to the aluminum siding on the front of the building that necessitated having all the siding removed and replaced with new. Consequently, we lost our graphics which required creating new signage and graphics. It was also necessary to secure new sign approval from the Miami Township zoning board. Fortunately, with the timely help of So Easy Signs, LLC., of Middletown, Ohio, we were able to replace the graphics within a few weeks after the new aluminum was installed. See the new building frontage below.

Job well done by our dedicated volunteers!



Thomas Stetson Rose, Wright 'B' Flyer Volunteer



It is with sincere sadness that we announce that valued volunteer Tom Rose, 80, of Springboro, Ohio, passed away peacefully on August 15, 2026, surrounded by his family.

Born on July 31, 1946, in Oakland, California, Tom was the son of T. Harrold and Winifred Rose. He grew up in Nashville, Tennessee, attended Tennessee Tech, where he earned a degree in Mechanical Engineering, and proudly served his country as a Second Lieutenant in the U.S. Army, including time in Vietnam during the war. He devoted his entire career to the Delphi Division of General Motors rising to plant manager.

Outside of smothering his family with love, Tom enjoyed many hobbies and interests. He could be found frequently volunteering at the Wright 'B' Flyer Museum where he contributed substantially to the Museum's 2024 participation in the EAA AirVenture International Airshow in Oshkosh, Wisconsin. The best traits for a volunteer include compassion, reliability, adaptability, good communication, patience, positive attitude, problem-solving skills, and self-motivation. And that was Tom Rose. An engineer by trade, Tom was also a former commercial pilot and flight instructor. He was continually interested in cars and aviation.

He is survived by his beloved wife, Jaci; a brother, three children and six grandchildren, and many extended family members and friends who were fortunate enough to know and love him. His friendship will be sincerely missed by all his fellow volunteers at the Wright 'B' Flyer Museum.



Other Major Museum Activities for 2026

• Spring/Summer/Fall 2026

- Adult Day Care Museum Visit
- John Hansen Retirement Ceremony
- Hilliard Historic Association – Speaker Request
- Seniors of Centerville Community Church Visit
- Leadership Warren County Tours
- 60th Birthday Party
- National CAP Tour and Presentation
- **Center Point Energy Dayton Airshow - White Bird on Display**
- Wright State University Air Camp
- Daedalians Dinner and Speaker
- WWII and Korean Veterans Runway Hops
- Centerville Americana Parade - White Bird Flyover
- Fairborn Parade – 1/2 Scale in Parade
- **EAA AirVenture Oshkosh – The White Bird Flew in the Airshow**
- Runway Fest at Airport
- Kettering Holiday at Homes – 1/2 Scale
- Miami Conservancy District Huffman Dam Flyover
- Air Force Marathon - 1/2 Scale and Flyover
- Huffman Prairie Flyover
- Carillon Park Concours Flyover
- Miami University Architecture Grad Students Tour

Want to know how to retrieve this Wilbear Wright bear?



While touring the Dayton Ohio Aviation Trail, receive a stamp at the only must visit site; the Wright-Dunbar Interpretive Center, then add a minimum of seven of the remaining sites to qualify for a free “Wilbear Wright” aviator teddy bear. Pick up a folder at any Dayton Ohio Aviation Trail sites.

BE SURE TO VISIT THE GIFT SHOP WHILE AT THE MUSEUM. TEE SHIRTS, POLO SHIRTS, SWEATSHIRTS, BALL CAPS, BOOKS, AND LOTS OF GREAT WRIGHT BROTHERS MEMORABILIA.

Don't forget:

Displaying the "Leader in Flight" license on your car proclaims your pride in Dayton's Heritage as the true birthplace of flight! And it means \$15 more to the Wright "B" Museum and a tax deduction for you!



We are an all-volunteer Museum and welcome all donations. to help us continue to celebrate the accomplishments of the Wright Brothers.

Just use the QR Code on the right.



Want to be part of Dayton Aviation History? You can be!



We need interested volunteers!

* Mechanically inclined? Help work on the Wright B.

* Love People? Greet guests visiting the Museum.

****Retail Experience? Work in the gift shop.**

* Computer Skills? Help manage website, archive images and mass mail newsletters.

Learn, Contribute and Have Fun with Great People!

Front Office

Dispatch Operations

Tony Bonser

Archivist

Linda Madaffer

Events

Coordinator

Steve Donaldson

Docents

Yvette Ferrell

Mike Miller

Andrew Parker

Mike Walsh

Gift Shop

Gayle Sachs

Information

Technology

Tom Dermis

Landscape

Neal Charske

Museum Supplies

Fred Tegarden

Media

Don Adams

Carlos Monzon

Bob Sachs

Model T

Jim Perrine

Wright B Flyer Executive Committee

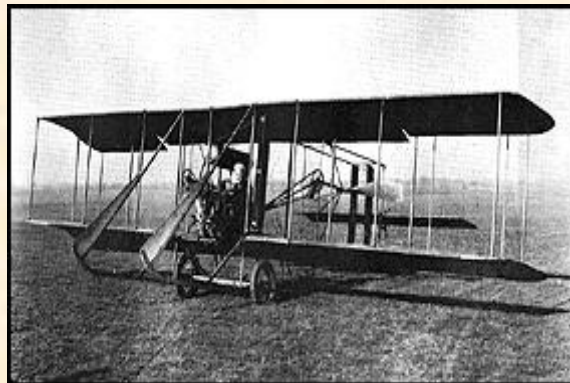
Jim Papa – Chairman

Don Adams – President

Fred Tegarden – Vice President

Jeff Stands – Secretary

Amanda Hayes - Treasurer



The Wright B Pilots

Rich Stepler, Chief Pilot

Hank Griffiths

Jeff Stands

Tom Walters

Don Stroud, Pilot Emeritus

Trustees

Don Adams

Sam Carbaugh

Steve Donaldson

Nicholas Georgeff

Amanda Hayes

Amanda Lane

Al Leland

Ed Mechenbier

Jim Papa

Tony Perfilio

Bob Sachs

Jeff Stands

Rich Stepler

Fred Tegarden

Tom Walters

Craig Willan

Park District

Liaison

Nicholas Georgeff

Speakers for Presentations

Don Adams

Jeff Stands

Rich Stepler

Ground Crew

Jerry Troidl, Chief

Dave Barrington

Paul Bauer

Tony Bonser

John Brugger

Mark Culbertson

Bill Jamison

Dean Sollman