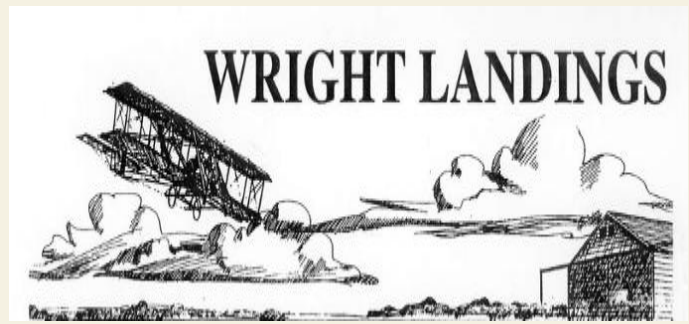


Winter Newsletter

January 2026



IT IS COLD
OUTSIDE!

**Warm up and visit the
Wright “B” Flyer
Museum.**

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

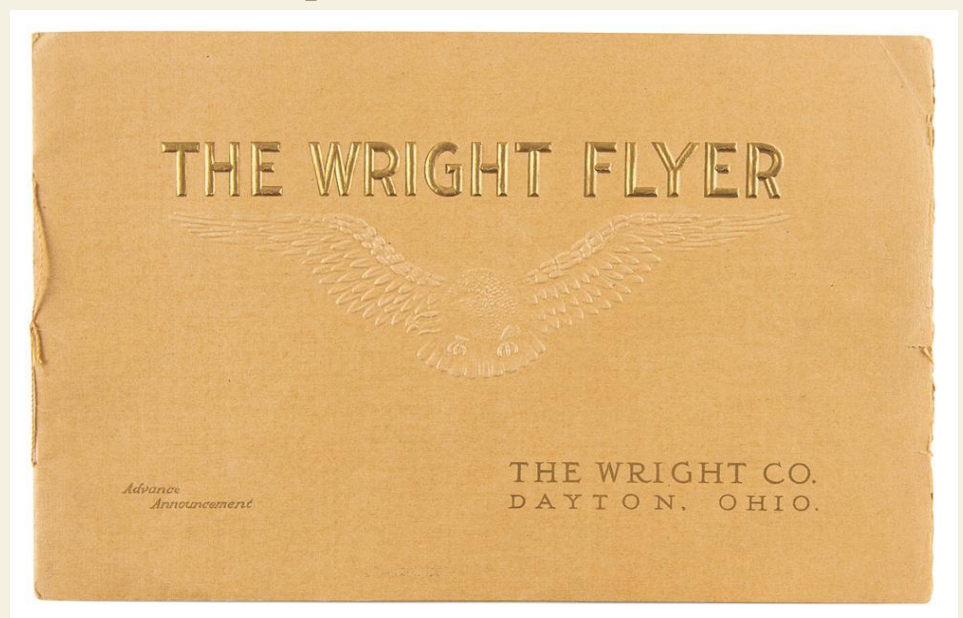


On the page below are digital images of two pages
about the Wright “B” Flyer from a scarce brochure
advertising the Wright Brother “B” model ,
published by The Wright Co. of Dayton, Ohio, in
1911, 10.25 x 7, four pages. It is an illustrated
brochure that describes the various features of the
Flyer Model B and Wright Motor. *Digital Images
Courtesy of Wright State University Libraries’
Special Collections.*

Hours of Operation

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

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



MODEL B.



DIMENSIONS

Spread of planes 39 feet. Depth 6 feet 3 inches. Length fore and aft 29 feet. Height over all 8 feet.
Length of propellers $8\frac{1}{2}$ feet. Weight 800 pounds. Price \$5000.00

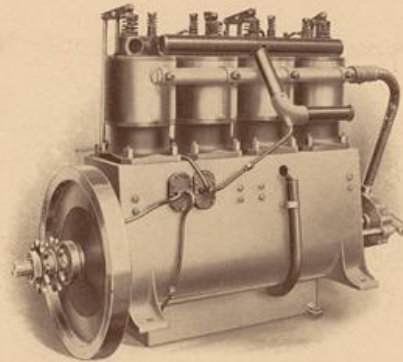
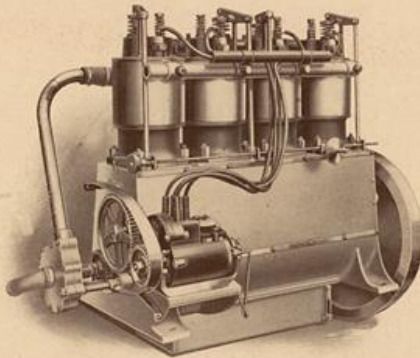


HE wonderful range of control of The Wright Flyer in both lateral and fore and aft balance is obtained by the simplest and most direct application of the principles invented by the Wright Brothers. The entire machine is governed by two levers; the first of which, when moved forward or backward, warps the wings and at the same time turns the rear vertical rudders permitting the operator to maintain his balance without changing his course, regardless of the direction of the wind. The vertical rudders can also be operated independently to turn to the right or left by simply twisting the end of the lever with a wrist motion. The second lever controls the rear horizontal rudder by which the direction of flight upwards and downwards may be governed. The speed of the engine is controlled by a foot pedal and the power can be shut off instantly at any time by pulling a cord within easy reach. The controlling power is transmitted entirely by steel cables with nickel steel chain sections wherever they pass through pulleys. The entire mechanism is exposed so that even a casual inspection suffices to ascertain the condition of all working parts.

The bi-plane type permits of double trussing throughout, offering a strength obtainable in no other design and the efficiency of the planes and propellers is so high that there is no need to sacrifice strength for lightness.

All machines are equipped with shock absorbing wheels for starting and landing. Our Model B is designed to offer the greatest maximum of safety and reliability. This aeroplane carries two persons comfortably and the levers are duplicated so either person can operate the machine. It is a refined type of The Wright Flyer used this year by our Exhibition Department.

THE WRIGHT MOTOR



Dimensions, four-cylinders, $4\frac{3}{8}$ inch bore x 4-inch stroke, 30-35 h. p., weight 180 pounds.



HE Wright Motor, like the aeroplane and propellers is a development of years of experimentation by the Wright Brothers, while the rest of the world was busy with a motor for automobiles. Here again no effort has been made to reduce weight at the expense of safety. Extreme simplicity offers the greatest reliability. There probably has never been built a practical four-cylinder motor with fewer parts. The body is cast in aluminum and the cylinders are cast individually in gray iron. The nickel steel crank shaft is cut from the block, as is also the cam shaft, which operates the exhaust valves. The intake valves are automatic. Ample lubrication of bearings and cylinders is obtained by a positively operated pump. The cylinders are water jacketed with aluminum and a centrifugal pump furnishes effective circulation. As this motor must operate in constantly varying altitudes, the gasoline is supplied directly to a mixing chamber without a carburetor, by means of a gear pump and injector which controls the amount of gasoline supplied to each cylinder in direct ratio with the speed of the engine. Ignition is provided by the Mea high tension magneto, offering an exceedingly wide range of control.

The power is transmitted to the twin propellers by means of nickel steel roller chains and the propeller shafts are of chrome nickel steel. Hess-Bright ball bearings are used.

Major Museum Activities for 2025

- Spring/Summer/Fall 2025

- 50th Birthday Party in the Hangar
- Eagle Riders Motorcycle Group Museum Visit and Tour
- All Day Indian Wedding Party at the Museum
- Celebration of Life for Pilot Gary Warlaumont
- White Bird Testing Brief to EAA Chapter 5
- AFWERX Commander Retirement Ceremony
- Dayton Airshow with the Valentine on Display
- Dayton Convention Center Reopening Model 'T' on Display
- Centerville Americana Parade with the 1/2 Scale and Model "T"
- Middletown Christian Early Learning Center Lecture
- Promotional Ceremony for Lydell Lopez
- GE Beavercreek Anniversary with the 1/2 Scale on Display
- Kettering Holiday at Homes Parade
- Annual Meeting with Special Guest Tom Valentine
- Honor Flight Event Valentine on Display
- USAF Marathon 1/2 Scale on Display
- Pulitzer Prize Air Races Valentine on Display
- Aviation Art Auction First Powered Flight Fund Raiser
- White Bird Returns to Flight Completing Runway Hops for Testing

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.





Captions Submitted

“No, no! This button you push to go from Pong to Jai alia”
 “I thought you were ‘X’ and I was ‘O’?”
 “I thought it was a full 4kUHD.”
 “No, I’m not sure it has a radio, it has XM on the switch.”
 “Do you get Jerry Springer on the Dynon?”
 “Don’t ask me, I have no idea.”
 “That must be the new stewardess uniform, wow!”
 “It says this message will self-destruct in 5 seconds.”
 “Are the autopilot buttons reversed?”

And the winner was submitted by Stephen Carney
 “Now which button kicks us into Warp Drive?”



Two Honor Flight Mascots with the Valentine in the Background



The Dayton Airshow



First Powered Flight Anniversary Party at the Heavier Than Air Brewery



The Gathering at the Christmas Luncheon for our Dedicated Volunteers!



It is with sincere sadness that we announce the passing of Frank Goeperich, Sr., on January 2, 2026, at age 90. Frank was originally from New York City, but was transferred in 1960 to Dayton by NCR., where he worked for 17 years. His working life centered on computers, with both NCR and the Army Security Agency. Following his tenure with NCR. he became the owner operator, and electrician of the Horn Electric Company. He joined the Wright "B" Flyer museum in 2005 as a volunteer because of his interest in aviation and the "hands-on" opportunity it gave him. He helped build the aircraft, but his specialty was Ford Model T's which he maintained and has driven to major events. Sitting alongside the "Staff Car" in the museum is a 1917 Model T Runabout. This car, when donated, came in on skids and was painstakingly restored by Frank. He owns two personal Model T's, and he has taught innumerable people how to drive and maintain them. He had a variety of

other interests as well: photography, radio-controlled model aircraft, antique cars, and—of course—computers. He leaves behind his beloved wife Marion, a sister, four children, four grandchildren, and three great grandchildren. He will be sincerely missed by everyone at the Wright "B" Flyer Museum.



Want to be part of 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 the website, archive images and mass mail newsletters.

Learn, Contribute and Have Fun with Great People!

Front Office

Dispatch Operations

Tom Rose

Archivist

Linda Madaffer

Events

Coordinator

Steve Donaldson

Gift Shop

Stephen Cornett

Yvette Farrell

Mike Miller

Andrew Parker

Gayle Sachs

Information

Technology

Tom Dermis

Landscape

Neal Charske

Office Systems

Fred Tegarden

Media

Don Adams

Carlos Monzon

Bob Sachs

Model T

Frank Goepferich

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

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

Eric Rothwell

Dean Sollman

Bob Stemple