

Wright "B" Flyer, Inc.

WRIGHT LANDINGS



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JOHN BOSCH HONORED BY AVIATION TRAIL ORGANIZATION

John Bosch, until recently the Chairman of the Wright B Flyer Board of Trustees, was selected as the 2014 Trailblazer by Aviation Trail, Inc. The annual award recognizes "an individual, organization, or company that has advanced some aspect of aviation in the Miami Valley."

Mr. Bosch was selected on the basis of not one contribution, but a life-time of accomplishment in the field. He began as an Air Force maintenance officer in 1951, followed as a GE Aircraft engineer for many years, then president of Sheffield Measurement. He joined Commander Aero in 1985 and



became its president ten years later.

He has contributed his time and ability to a number of aviation-related community organizations as well: the Air Force Museum Foundation, the Dayton Aviation Heritage Commission, the National Aviation Heritage Alliance, and—of course—the Wright B Flyer, Inc.

FEDEX SPONSORS HISTORIC AVIATION EXHIBIT

The National Museum of the United States Army today announced a grant from FedEx Corp. (NYSE: FDX) for \$1 million in support of the only existing reproduction of Orville and Wilbur Wright's 1908 Wright Flyer, which will be a featured exhibit in The Army and Society Gallery of the National Museum of the United States Army.

"FedEx Express operates the largest commercial air cargo fleet in the world, and we honor and respect the



great and unique contributions of the U.S. Army in the development of aviation from its earliest days to the present," said Frederick W. Smith, chairman, president and CEO of FedEx Corp. "It's vital that the American people know the role the U.S. Army has played in the development of manned aviation and in their lives."

The 1908 Wright Flyer is an exact reproduction and was considered an essential artifact by Museum staff. According to MG John P. Herrling (USA-Ret.), Executive Director of the Museum's capital campaign, the Wright brothers were having difficulty interesting investors in their flying inventions in 1908. At the same time, the Army was looking to acquire a flying machine that with two people on board (one pilot and one passenger) could fly for at least an hour at a minimum speed of forty miles per hour. When Army test flights were completed, the Wright brothers sold the Army its first airplane and the age of manned flight had dawned.

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PLANNED 2014 FLYING EVENTS

May 25	Concert at Carillon Park
June 26-29	Dayton Air Show
July 4	Centerville Parade
September 1	Kettering Holiday At Home

The 2014 program is still being developed and several more flight opportunities are being explored.

OHIO CAPITAL BUDGET INCLUDES FUNDS FOR WRIGHT BROTHERS FACTORY

Tim Gaffney, National Aviation Heritage Alliance

Efforts to secure and restore the historic Wright brothers' airplane factory have taken an important step forward with the inclusion of funding in Ohio's capital budget bill.

The budget bill for fiscal years 2015 and 2016 includes \$250,000 to acquire and secure the two Wright Company buildings for eventual use by the National Park Service. Ohio Gov. John Kasich introduced the bill Tuesday to the state legislature.

"This is one small step toward opening the Wright Company factory to the public as a unit of Dayton's national park, but it's a giant leap in terms of gaining recognition for the importance of this project," said Tony Sculimbrene, executive director of the National Aviation Heritage Alliance (NAHA).

The Dayton Development Coalition included the Wright Company factory in a list of projects it recommended to the state for capital funding after evaluating and ranking their importance to the Dayton region. Sculimbrene said the project's rank—16th out of 32—showed the coalition considers the project important, and its inclusion in the budget showed the state agrees.

The recognition comes as NAHA prepares to launch a feasibility study for a major fundraising campaign to acquire, preserve, and restore the buildings. NAHA estimates it will need to raise between \$3 million and \$5 million to carry out this work.

The Wright Company buildings stand on a 20-acre historic parcel that's part of the 54-acre, former Delphi auto parts manufacturing plant. Home Avenue Redevelopment LLC (HAR) owns the site and is completing the demolition of all but the two Wright Company buildings and four attached buildings that were added later.

NAHA is working with HAR, the National Park Service, the city of Dayton, and the coalition to preserve the factory buildings and redevelop the site for historical and commercial uses. Wilbur and Orville Wright invented, developed, and commercialized the airplane in Dayton. They formed the Wright Company in 1909 and built its first factory building in 1910 about two miles west of their bicycle shop on West Third Street. They added the second building in 1911.

Wilbur died in 1912 and Orville sold the company in 1915. General Motors Corp. later transformed it into the Inland division, adding buildings and eventually employing thousands of auto workers. The buildings remained in active use as an Inland, Delco, and finally Delphi plant. Delphi, in bankruptcy, closed the plant in 2008 and transferred the property to a holding company. Delphi Holdings sold it to HAR in 2012.

In 2009, Congress added the factory site to the boundary of the Dayton Aviation Heritage National Historical Park, which authorized the National Park Service to acquire and manage the site. The authorization didn't include funding, however.



FLY TOGETHER IN SAME PLANE AFTER LAPSE OF TWENTY YEARS

Pioneering days in Army aviation were called during the course of the Exercises conducted by the Army Air Corps at Mather Field, Sacramento, Calif., when Majors Henry H. Arnold and Thomas DeWitt Milling flew together in a plane for the first time in nearly twenty years. Back in 1911 both of these officers, then second lieutenants, Arnold from the Infantry and Milling from the Cavalry, were detailed to the Signal Corps, and in April of that year were ordered to Dayton, Ohio, to undergo a course of instruction in operating the Wright biplane.



Lts. Arnold (left) and Milling receiving instruction at Sims Station in 1911.



Majors Arnold and Milling received their flying instruction under one of the pioneer Wright flyers, and whenever they took a lesson they had to wend their way to the large barn at Sims Station, now the site of the Fairfield, O., Air Depot, which housed several of the early Wright machines. These flying lessons were usually given just before sunrise or sunset, when air and wind conditions were most favorable. The very low power of the early Wright biplane made flying in a strong wind somewhat hazardous, particularly so with a beginner handling the controls.

After the completion of their flying instruction at Dayton, the two young Army aviators were assigned to duty at the Signal Corps Aviation School at College Park, Md., the government having leased a thousand-acre tract of land at that place for use as a flying training school.

"We certainly enjoyed our first flight together since those early days of cloud pushing," said Major Milling, as he and Major Arnold stepped out of their fast Observation plane in which they had made their reunion flight. As I sat looking at Major Arnold's familiar back, I thought of the great flow of aviation development that had taken place since 1911. The Army plane we used today has a 500 horsepower motor, can cruise 650 miles and has a high speed of 156 miles an hour. Contrast this with the planes of 20 years ago which had 24 horsepower engines and which could fly for only two and a half hours at the rate of 40 miles an hour with the motor wide open. How times have changed!

A reminiscent look crept into Major Arnold's eyes as he said: "Yes, I thought of that too and then, when I noticed that bunch of pursuit pilots flying in tight formation over on our left, it occurred to me that those fellows won their wings after one full year of intensive training - 365 days of hard, grueling work. In our 'Cadet' days, pilots were made in minutes, not hours. Major Milling has the distinction of winning his rating in one hour and 50 minutes. I had two hours and 20 minutes."

BOOK BY WRIGHT B MEMBER

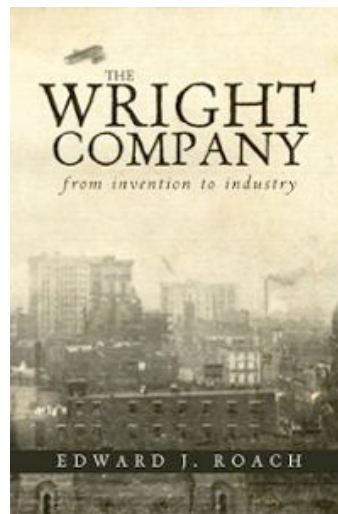
Despite the scores of books already out on the Wright Brothers, Chip Boyer has come up with an entirely new perspective, one with a personal connection.

The Door chronicles the long-time relationship between his family's business, the Boyer Mortuary, and the Wright family. In describing the funeral arrangements and services of a number of the Wrights, different insights are revealed, increasing our understanding of not just the brothers themselves, but the family of which they were such a close part. Many "never before seen" photos from the Montgomery County Historical Society are included.

The Door is available in the Wright B Flyer gift shop.



NEW BOOK ON THE WRIGHT COMPANY



On the heels of all the activity to save and restore the Wright Factory buildings in West Dayton, Park Service historian Edward Roach's new book on the company and the factory has been published by Ohio University Press. *The Wright Company: From Invention To Industry* took more than four years to research and write, and it brings

together the complete story of the Wright brothers' company, founded to develop their invention commercially.

The book is available in both hard and soft cover from Amazon and at the gift shop in the Dayton Aviation Heritage National Historical Park headquarters on Williams Street. An e book version is sold by the Ohio University Press (www.ohioswallow.com).

DECEMBER 17, 2013, SALUTE TO THE WRIGHTS



This photograph, was taken at Dover AFB, Delaware, on December 17th, 110 years after the First Flight. The falcon is sitting on a C-17 winglet, that little upswept tip of the wing. The two winglets of a C-17 together are 71.7 square feet, or approximately 30% of the entire area of one of the Wright B's wings. How far we've come in just over a century!



Richard "Dick or Rich" Kehl was born in the Youngstown area, went to Ohio University where he received his BS in mechanical engineering and his Air Force commission, and met his wife Judith. Through his thirty years he held a variety of development and research assignments, at Edwards, Andrews, and Wright-Patterson AFBs, as well as in Los Angeles and the Pentagon, and received his MS degree in R&D Systems Management. His last three posts were Director of International Programs for the F-16, Director of DoD Space Test Program, and Director of Data

Exploitation in the Foreign Technology Division. He retired as a colonel. Like many of us, he became a volunteer after getting a ride in the Flyer as a gift and, in his words, "got hooked." Outside of the Flyer, his varied interests include antiques, Civil War, early hobby trains, wood work, reading, and—most importantly—Judy and their son and daughter plus grandchildren.