

Wright "B" Flyer, Inc.

WRIGHT LANDINGS



Issue 1, 2014

Dayton, Ohio

Winter 2014

MITCHELL CARY-DON GUM MEMORIAL AVIATION SCHOLARSHIP AWARDED

NAHA Press Release

Brandon White, 17, of Urbana, received the second annual Mitchell Cary-Don Gum Memorial Aviation Scholarship on Tuesday, Dec. 17, exactly 110 years after the Wright brothers' first powered flights.

National Aviation Heritage Area Chair Frank Winslow presented the scholarship during the annual first flight anniversary ceremony at the Wright Brothers Memorial on Wright-Patterson Air Force Base.

The scholarship pays for up to \$1,500 of instruction toward a light sport or private pilot's certificate. NAHA created the scholarship to memorialize the late Mitch Cary and Don Gum, Wright "B" Flyer trustees and volunteer pilots who died in an aircraft accident in 2011.

Currently a senior at Urbana High School, Brandon is also enrolled in the Ohio Hi-Point Career Center's Aviation Occupations Satellite located



NAHA Photo

Brandon White, center, scholarship winner, with (L to R) Frank Winslow, chair, NAHA; Janet Gum, widow of Don Gum; Judy Barrazzoto, widow of Mitch Cary, and Phil Beaudoin, president, Wright "B" Flyer Inc.

at Grimes Field-Urbana Municipal Airport. He has completed a private pilot ground school and is taking private pilot lessons at Mad River Air on Grimes Field. Brandon also volunteers at the Champaign Aviation Museum, where he is helping to restore a B-17 bomber.

Wright "B" Flyer Inc. President Phil Beaudoin also presented Brandon with an Honorary Aviator membership to Wright "B" Flyer.

ANNUAL DINNER AND BUSINESS MEETING

The annual dinner/membership meeting of the Wright B Flyer, Inc. was held on the evening of October 22 in the John and Evelyn Warwick Hangar. One hundred thirty volunteers and friends gathered to hear Phil Beaudoin's remarks and Bill Simpson's recap of the past year's activities, and to enjoy the Italian



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buffet prepared by Walt Hoy. Volunteer Tim Gaffney, Director of Communications for NAHA, spoke after dinner on the importance of and plans for preserving the remaining buildings of the old Wright Airplane factory in Morane. For more on this subject, see page 3.



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NEW OFFICERS

At press time, the new Board of Directors officers were announced:

Chairman:

Philip E. Beaudoin

President:

Jay Jabour

Vice-President:

James M. LaSalvia

Secretary:

Harley "Pete" Britton

Treasurer:

Dennis Cable

Wright "B" Flyer, Inc.

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2014 Public Event Schedule

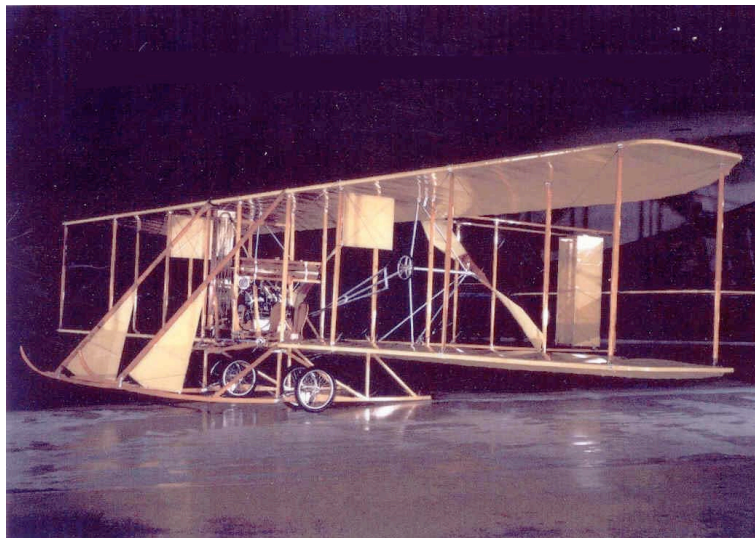
Tentative

24 May	Warrior Soccer Tournament
25 May	Concert at Carillon
27 Jun	Freedom's Call Tattoo
27-29 Jun	Dayton Air Show
4 July	Centerville Parade
1 Sept	Kettering Holiday At Home
?? Sept	Concours d'Elegance at Carillon
20 Sept	AF Marathon

THE YELLOW BIRD RETURNS

As previously reported, cutbacks in the budget for the National Park Service meant that the Valentine airplane, known better as the Yellow Bird, could no longer be brought out onto the Huffman Prairie for visitors to see and experience. Last Summer it remained hangared, but in the Fall it was brought back to the Warlick hangar at the Wright Brothers Airport.

The aircraft was originally built for the 1978 TV movie "The



Wright "B" Flyer, Inc.

Winds of Kitty Hawk" by Tom and Nancy Valentine of California with the aid of the Flyer III drawings created here at the Wright "B" Flyer Museum. During filming, it was flown some fifty times before being damaged on a final flight.

After repair it was displayed first at Long Beach, then Los Angeles. Following the 1999 earthquake, it was hangared and put up for sale.

The Wright "B" Flyer Inc. acquired it through the Greene County Commission and Inventing Flight. It is a more accurate copy of the original Model B's, and complements our flying look-alike. It has appeared at the Farnborough Airshow and, after being brought back to running condition, at the centennial of military flight in 2007 at Ft. Sam Houston, Texas.

Based on the Wright "B" Flyer, Inc. Fact Sheet



USAF, SSgt. Bennie J. Davis III

Yellow Bird in taxi demo at Ft. Sam Houston, Texas, March 2, 2010.

DISPLAY TABLE AT KROGER AUSTIN LANDING

On Saturday, November 23, a Wright "B" Flyer group led by Linda Madaffer set up a holiday display table with various brochures at Kroger, Austin Landing. Fifty-six people entered



Brian Frock

Wright "B" Flyer president Phil Beaudoin and Linda Madaffer with Debra Koehler, Krogers manager.

a raffle which was included in the event, with the winners being drawn on December 21st. The 1st Prize of an Honorary Aviator Membership and a \$25 Kroger's gift card went to Brad Holp, with 2nd and 3rd prizes of Wright "B" Flyer patches and a \$25.00 Kroger card awarded to Amber Gross and Rebecca Massmann. All three winners were Dayton residents.

WRIGHT AEROPLANE CO. HANGARS

Tim Gaffney, former aviation editor for the *Dayton Daily News* and currently Director of Communications for the National Aviation Heritage Area, spoke at the Annual Dinner on the future of the Wright Brothers' factory hangars in west Dayton.

Soon after the Wrights incorporated in 1909, they began construction of a factory, not far from the bicycle shop on West Third Street. The first two buildings were completed in 1910 and 1911, the first in the country built for the purpose of constructing aircraft for commercial sale. Soon they were turning out four Model B airplanes a month. Three more buildings were added and production continued until 1915, producing 120 aircraft.

Two years later, the reorganized Dayton Wright Airplane Company, under Charles Kettering and Edward Deeds, reopened the factory for war production building British-designed DeHavilland DH-4 bombers. Later the buildings were part of a growing GM complex building automotive parts, as well as weapons during WW Two. This long period, under different corporate names, ended when Delphi shut it down in 2009.

That same year, the buildings were brought within the boundaries of the Dayton Aviation Heritage National Historical Park. Home Avenue Redevelopment took title of the site in 2012, and is currently working with the Park Service, NAHA, and the city of Dayton to clear the area for redevelopment while preserving the five-unit factory complex. The two most historic structures—the Wright's original factory buildings—are to go to the Park Service enhancing their ability to present the full story of the Wrights', and Dayton's, pioneering contributions to flight. The use of the other three has not been determined, but it is hoped it will be in keeping with the aviation character of the site.



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Library of Congress



NAHA

The original Wright factory, the country's first airplane manufacturing facility. These two buildings are the first two on the left in the contemporary photo. The other three, as well as the rest of the old GM/Delphi plant, will not be preserved.

BUY A PAINTING TO HELP THE MUSEUM



Michael G. "Mike" Williams, of Commander Aero and the Michael G. Williams Aviation Group, has donated one of his art works to be sold by the museum to raise funds. The painting, done in acrylic in 2013, depicts a 1911 Wright Model B flying over a presumably Ohio scene—farmhouse and barn with Fall foliage trees. The work is professionally framed, and costs \$350. If interested, contact the Wright "B" Flyer, Inc., (937) 885-2327.



Bill Simpson is a Leader In Flight supporting the Flyer.

Do you have a plate? If it's on our list in the break room, how 'bout putting your name by it for us.



USAF

THE FIRST ARTILLERY FIRE ADJUSTMENT BY AIRPLANE

In 1911 while Lieutenant Colonel John Ruckman, C.A.C. was in command of the Coast Defenses of Manila Bay, the question of firing at land targets on the heavily wooded mainland and on the distant beaches came up. Lieutenant Colonel Ruckman who was ultra progressive in all matters pertaining to Artillery Fire control suggested the use of the camera from an airplane to locate the target and to catch the bursts.

At about this time, the Signal Corps was starting a small flying school at Manila. In 1912, Lieutenant H. A. Dargue, who at that time was a Coast Artillery Officer, volunteered to take flying lessons, and in due season brought a Wright hydroplane to Corregidor Island where he established a hanger and made frequent flights. He quickly demonstrated the futility of trying to hide submarine mine fields, often bringing in very accurate reports of the number and exact location of the mines.

At about the time the plane arrived, operations were under way to fire at certain earth works erected on a tall hill in the forests near Marivales Mountain. Lieutenant Dargue had acquired some skill in using a rather ordinary camera in a seaplane. He would drop his controls and quickly point and snap his camera, then resume the controls. He made many interesting pictures of the neighborhood. In 1912-13, he reported on the shots fired at Marivales redoubt and at the shore targets. Two photographs of what were probably the first Artillery reglages by airplane were taken by Lieut. Dargue.

Many of the photographs taken were of a highly confidential nature. They had great bearing on the principles of camouflage which art was in use there at the time. These photographs bore out the theories of Lieutenant Colonel Ruckman on the detection of targets by aerial photography.

The Air Service should know that to this progressive Artilleryman, and the daring and patience of Lieutenant Dargue, we are indebted for the first practical use of the art in artillery fire control.

Air Service News Letter, 13 Aug 1920



Frank Goeperich was originally from New York City, but was transferred in 1960 to Dayton by N.C.R., a company for which he worked for 17 years. His working life centered on computers, with that company and in his military service with the Army Security Agency. Following his departure from N.C.R. he was the owner operator, and electrician of the Horn Electric Company. He enlisted with the Wright "B"

Flyer going on eleven years ago because of his interest in aviation and the "hands-on" opportunity it gave him. He performs any task asked of him, but his specialty is the Ford Model T which he maintains and drives. He has a variety of other interests as well: photography, radio controlled model aircraft, antique cars, and—of course—computers. He's been married to Marion for 52 years and they have four children, six grandchildren, and one greatgrandson.

