Wright "B" Flyer, Inc.

WRIGHT LANDINGS

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EAA TO PARTNER IN WBF PROJECT

More than a century after it opened, America's first airplane factory will become active again with a project to build a modern Wright flyer, replacing the current lookalike, the so-called "Brown Bird," which has been flying since 1982.

Wright "B" Flyer Inc. will build the airplane at the Wright Company factory site in Dayton, Ohio, with the Experimental Aircraft Association (EAA) providing valuable support. Final assembly will take place inside the original Wright factory buildings.

"There's only one place in the world where you can build an airplane in America's first airplane factory, and it's here in Dayton, Ohio," said Frank Winslow, National Aviation Heritage Alliance chair.

Wright "B" Flyer President William J. "Jay" Jabour announced the news to EAA members on Friday, Dec. 12 at EAA's annual Wright Brothers Memorial Banquet in Oshkosh, Wis. The airplane project meshes with the missions of both organizations.

To help promote the project, Wright "B" Flyer's current airplane will be displayed and flown at the annual EAA AirVenture fly-in convention in Oshkosh in July 2015. More details, including how EAA's 185,000 members and 1,000 chapters can participate in the project, will be made public as they are finalized.

"Wilbur and Orville Wright were America's first airplane homebuilders. I can't think of a better way to honor their legacy than to build a modern version of their first production airplane in their own factory with the help of EAA homebuilders around the world," Jabour said.

Source: NAHA Press Release

OHIO BILL TO AFFIRM THE WRIGHTS BROTHERS POSITION

Remember back in the Summer of 2013 when there was a flap about Gustave Whitehead, the Connecticut tinkerer was put forward as the first person to fly? Shortly after that, the Connecticut legislature passed a bill confirming the claim (as well as naming the Ballroom Polka as the state song).

Well, state Representative Rick Perales of Beavercreek has introduced a bill in the Ohio legislature, expected to be passed early in the next session, affirming the Wright's claim. Whitehead advocates have responded with a vigorous defense of their position, so the whole controversy may be re-ignited.

Source: NAHA Press Release and *Connecticut Post*

Half-scale replica of Whitehead's "airplane" hanging in the Discovery Museum in Fairfield, Conn., along with other inventions claimed by the state, including the frisbee.

Wright "B" Flyer, Inc.
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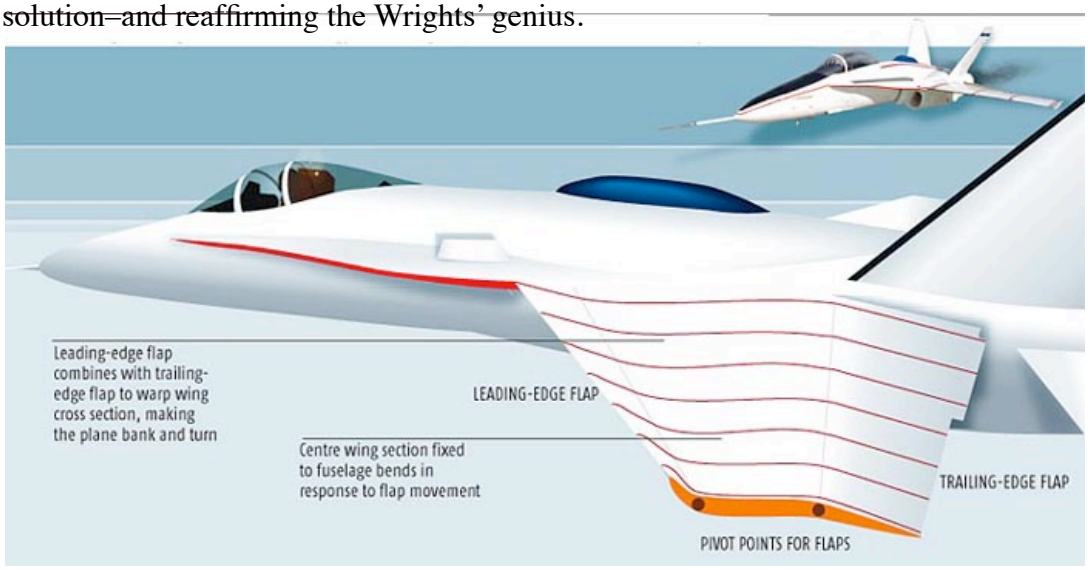
WHAT'S OLD IS NEW

The beginning of the 21st Century saw renewed interest in one of the oldest concepts of controlled flight–the Wright brothers' use of wing warping to accomplish aerodynamic maneuverability.

Using modern composite materials, NASA conducted flight tests between 2002 and 2005 at Edwards AFB of an F/A-18 with an Active Aeroelastic Wing (AAW). The goal was to obtain better roll control through "aerodynamically induced wing twist," or wing warping. The tests proved the concept and provided design and operational data for future use of the concept. The Air Force and NASA experimented with a similar Mission Adaptive Wing concept using a specially modified F-111 in the 1980s.

Not only does the AAW promise more maneuverable combat aircraft, but will result in a 10-20% decrease in wing structural weight, impacting positively on fuel consumption and payload.

Ironically, a wing warp effect was present in the original F-18 design due to the light and flexible wing panels. With conventional controls, high aerodynamic forces against the aileron caused reverse deflection in the wing, so the wing panels were "beefed up." By going back to the thin skin on the wings and modifying the ailerons and leading edge flaps, the AAW harnesses this force, twisting the wing constructively, turning a problem into a solution–and reaffirming the Wrights' genius.



Now, advancing the concept, a NASA Gulfstream III flew for the first time on November 6 with an experimental single-piece pliable wing designed to reduce the weight and inefficiency of traditional control surfaces. The Air Force Research Lab is testing the Adaptive Compliant Trailing Edge concept in a series of flights in collaboration with NASA's Armstrong Research Center at Edwards AFB, Calif. "We have progressed from an innovative idea and matured the concept ... to a final demonstration that should prove to the aerospace industry that this technology is ready to dramatically improve aircraft efficiency," said Pete Flick, AFRL's program manager. ACTE trailing edges could potentially be retrofit to existing aircraft or used to make future aircraft lighter, quieter, and more efficient, saving "hundreds of millions of dollars annually in fuel costs," according to Thomas Rigney, NASA's project manager.

Sources: Air Force Association, NASA

CARY-GUM SCHOLARSHIP AWARDED AT FIRST FLIGHT CEREMONY

Michael Griffith, a Beavercreek High School junior, received this year's Mitchell Cary-Don Gum Memorial Aviation Scholarship during the annual First Flight ceremony on Wright Hill, December 17. Wright "B" Flyer President Jay Jabour made the presentation which entitles Griffith to $1500 in flight instruction. His ambition is to be a naval aviator.

Other activities making up the commemoration of the 111th anniversary of the Wright brothers' first flight at Kitty Hawk included Col. John M. Devillier, 88th Air Base wing commander, who described how Wright-Patterson AFB has grown from the Wright brothers' work to become "the center of innovation for the U.S. Air Force."

Guest speaker Dan Patterson, an aviation photographer and author, recounted the Wright brothers' groundbreaking research and experimentation, most of which took place within a few miles of the memorial. Dean Alexander, superintendent of the Dayton Aviation Heritage National Historical Park, read a presidential proclamation honoring the anniversary, and Jerry Gecowets, treasurer of the Champaign Aviation Museum, recounted the story of the Doolittle Raid on Tokyo as the museum's B-25 Mitchell made two passes over the memorial, timed to coincide with the hour of the original flight in 1903.

Source: NAHA Press Release

FIRST AND LAST FLIGHTS OF ORVILLE WRIGHT

Most school children would be able to pick out the first airplane flown by its inventor, Orville Wright, or by anyone else. But what was Orville's last flight? It was in the second prototype of the Lockheed C-69 Constellation on a public relations flight at Wright Field on April 26, 1944.

Aviation entrepreneur Howard Hughes was instrumental in the design and production of the Constellation for his airline, Trans World Airways. When the plane made its first flight during World War Two, however, the type was requisitioned by the Army. When the second prototype was delivered, it was supposed to come to Dayton for testing, but Hughes managed to borrow it first. Painting it in TWA colors, he and Jack Frye, TWA's president, flew it from Burbank, Calif., to Washington, D.C., in a record breaking six hours and fifty-eight minutes. After garnering the publicity he was after, Hughes then flew the airplane to Wright Field where–its washable TWA colors removed–the C-69 project officer, Col. George Hatcher invited members of the press and Orville Wright for an orientation flight over Dayton.

Second prototype, C-69 43-10310. USAAC photo

Orville Wright "at controls" of C-69. NASA photo

During the flight, Col. Hatcher invited Orville into the cockpit and had him sit in the copilot's seat. When Hatcher then got out of his seat to let another pilot take it, it left Wright in control of the aircraft for several moments.

Orville was reported to have said: "I let the machine take care of itself. I always said airplanes could fly themselves if you let them alone."

From the Air Corps News Letter of October 15, 1936

REPORT OF BOARD ON TRIALS OF WRIGHT PLANE

Apprized of the fact that it was proposed to publish in the News Letter from time to time data connected with the early history of U.S. Army aviation, Colonel Charles DeF. Chandler, U.S. Army, Retired, furnished the Information Division, Office of the Chief of the Air Corps a copy of the proceedings of a Board of Officers convened to observe the trial of the Wright airplane under Specification No. 486, as previously quoted.

The proceedings of this Board are quoted below, as follows:

WAR DEPARTMENT
Office of the Chief Signal Officer
Washington
August 2, 1909.

PROCEEDINGS OF THE BOARD OF OFFICERS CONVENED BY OFFICE MEMORANDUM NO. 18, OFFICE OF THE CHIEF SIGNAL OFFICER OF THE ARMY, DATED JUNE 21, 1909, FOR THE PURPOSE OF OBSERVING TRIALS OF AERONAUTICAL DEVICES, ETC.

The Board met, pursuant to the call of the President, at 9:30 A.M., July 31, 1909, at the Office of the Chief Signal Officer of the Army and from time to time previously in connection with the duties prescribed for it.

The Board conducted the official tests of the aeroplane furnished by the Wright brothers of Dayton, Ohio, under contract with the Signal Corps, according to Signal Corps Specification No. 486.

Having been notified by the Wright brothers that they were ready for the endurance tests prescribed by paragraph 6 of the above-named specification, this test was carried out on the afternoon of July 27, 1909, at Fort Myer, Virginia.

The aeroplane made a flight, with Mr. Orville Wright as aviator and carrying First Lieutenant Frank P. Lahm, Signal Corps, (a member of the Board) as passenger, which lasted one hour, twelve minutes, and forty seconds, and in the opinion of the Board complied with the specification in every respect as far as the endurance test is concerned, which test required the machine to remain in the air but one hour.

The speed test prescribed in paragraph 5 of the above-named specification was carried out on the afternoon of July 30, 1909, between Fort Myer, Virginia, and Shuter Hill, Alexandria, Virginia, over a measured course of five miles across broken country. The Board was divided into two committees, one stationed at the starting point, Fort Myer, Virginia, the other at the turning point near Alexandria, Virginia, and determined the intervals of time independently for the passage from Fort Myer, Virginia, to Alexandria, and again from Alexandria to Fort Myer, the starting point. After careful consideration of the data obtained by the individual members, the Board finds, under paragraph 5 of the specification, as follows:

Speed from Fort Myer, Virginia, to Alexandria end of course	37.735	miles	per hour
Speed from Alexandria end of course to Fort Myer	47.431	"	" "
Average speed, according to contract	42.583	"	" "

There being no further business before it, the Board adjourned at 10:30 o'clock A.M.

GEORGE O. SQUIER,
Major, Signal Corps, U.S.A.,
President.

C. McK. SALTZMAN,
Major, Signal Corps, U.S.A.,
Member.

C. DeF. CHANDLER,
Captain, Signal Corps, U.S.A.,
Member.

G. C. SWEET,
Lieutenant, U.S.N., Member.

FRANK P. LAHM,
First Lieutenant, Signal Corps, U.S.A.,
Member.

BENJ. D. FOULOIS,
First Lieutenant, Signal Corps, U.S.A.,
Member.

F. E. HUMPHRIES,
Second Lieutenant, Corps of Engineers, U.S.A.,
Recorder.