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State Support Coming!

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As this newsletter goes to publication, the Triumph of Flight® project is a line item in the 2017-2018 Ohio Capital Improvement Budget! Pending Governor Kasich's signature, \$250,000 of state funding will be made available for use in construction of the Triumph of Flight® as soon as the Wright Image Group has met the prerequisite conditions. This is a major breakthrough in our fund raising campaign – our first major donation, and one that will significantly boost our credibility in soliciting additional donors.

The prerequisite conditions are that the Wright Image Group must match 50% of the state's contribution, and must also show that the project is fully funded before the state will release that money. The first of those two conditions is well in hand, but the second presents a challenge. To fully fund the project in total would require just over \$15M in cash or pledges to be raised before the appropriation expires on June 30th 2018. From where we stand today, that looks like an overly ambitious goal to reach in the next two years.

Consequently, we will work to define an initial phase of the project that sets a lower fund raising goal and allows work to begin at the site, but stops short of completion. We anticipate that this Phase I will require between \$2M and \$4M, depending on the logical construction flow break points yet to be identified by our project architect. By demonstrating success with Phase I, we will be well positioned to solicit additional – hopefully greater – funding from the state in the next Capital Improvement Budget, and leverage that to raise the balance of project funding from the private sector.



The Ohio State Capital Building, Columbus.

We Need Your Help Now More Than Ever

Earlier in April, we sent most of you a solicitation for an annual gift in 2016. You should have received yours by now. This is the first of what we intend to be an annual solicitation from all our members, friends and supporters. This year, with state money in the balance, your 2016 contribution will be particularly effective. Please consider a meaningful gift that will measurably help us reach that Phase I goal. If you are more comfortable with a pledged donation, collectible upon reaching Phase I funding, that is perfectly acceptable. Call 937-276-2963 or email walter@ohlmangroup.com with any questions you may have.

Distinguished Former Board Members Rejoin

Two distinguished members of the Dayton community have put themselves back into play as members of the Wright Image Group Board of Directors.

U.S. District Judge Walter Rice, one of the original board members, but having served most recently for several years as director emeritus, has resumed an active role on the board. Even during his emeritus years, Judge Rice has been a loyal supporter of the Triumph of Flight project. Many of you who attended our "Community Kickoff" at Carillon Park back in September 2010 to celebrate the completion of the community support phase of our strategy will remember his stirring remarks as guest speaker.

Another early board member and continuous supporter of our project, John Bosch, Chairman and CEO of Commander Aero, Inc., has rejoined the board after a hiatus of several years. John has consistently been one of the WIG's most reliable and faithful supporters, most recently hosting our 100th Birthday Celebration for Zoe Dell Nutter in his Commander Aero hangar at Dayton-Wright Brothers Airport.

We are very pleased to welcome both of these outstanding gentlemen back to "active duty."



John Bosch



Judge Walter Rice

New Video Now Available

In January 2012, Mark Morgan, President of MainSail Production Services, a world-class video production company located here in the Miami Valley, agreed to videotape the development of the Triumph of Flight on a pro bono basis. He has been living up to that agreement ever

since, taping the wind tunnel test program conducted by the University of Dayton and the expanded tunnel test program conducted by the Ohio State University. He has also produced outstanding videos for our use in promotion and solicitations – the two most recent graciously narrated by former television personality Dan Edwards, of the DJ Edwards Group – another of the Triumph of Flight's most stalwart supporters.



You will find the newer of these two videos posted on the Home page of our website, www.wrightmonument.org, and the other posted on the About Us page. The "Introduction" video on the home page incorporates an amazing 3D representation of the monument by architect Steve Brown. The video is beautifully done, high quality, informative, and persuasive.

This is MUST SEE!

Thank you, Mark, Dan and Steve!

A Toast to the First

By Curt Nelson



My years on the Wright Image Group Board, working with some of the most knowledgeable people in the world on the Wright Brothers and the evolution of flight has boosted my knowledge of what went into building the world's first practical airplane. But as my awareness of the technical and scientific nature of the Brothers' achievement grew, something else crept into my awareness – these guys became the world's first fixed wing pilots! They not only invented the airplane, they taught themselves how to fly it – something that required no small amount of intestinal fortitude. David McCullough in his best-selling book, *The Wright Brothers*, put his finger squarely on it, making the point that they were not just smart, but courageous.

The US Air Force taught me how to fly airplanes back in 1965, and like all my pilot training classmates, I felt challenged – It's not a natural thing for humans to "slip the surly bonds of earth" and move about freely in the air like a bird. In fact, our bodies have limitations in that realm that can cut your life short. But relative to what the Wright Brothers faced, that challenge was miniscule. We had the benefit of more than sixty years of flying experience by thousands of pilots flying ever more complex and capable airplanes. Not just that, but clear hindsight and the understanding of so many accidents and incidents that revealed all the things one should not do in flight. All of this was captured, boiled down and spoon-fed to us in digestible doses in a training program that spanned only a year.

Since Orville and Wilbur were the first, there were no instruction manuals to read, no lessons learned to glean wisdom from others' mistakes, no instructor pilot with hands-on dual controls to keep them from doing something stupid and inadvertently crashing into the ground. So when they started testing their Flyer in all its developmental stages, they realized how daunting the task was. And they recognized as well how dangerous it would be – even deciding never to fly together to avoid the prospect of both being killed in one accident. Further, they realized that their experience and practice in controlling the Flyer, their "proficiency," was going to accumulate painfully slowly – sometimes just a few seconds at a time on a short glide with days between flights.

Pilot proficiency is something recognized today as so important to flying that it is mandated, measured, and enforced by virtually all flying organizations. After many gliding flights at Kitty Hawk, Wilbur had already learned that. As he said to the Western Society of Engineers in Chicago, June 1903, "*A thousand glides is equivalent to about four hours of steady practice. ...far too little to give anyone a complete mastery of flying. ...Before trying to rise to any dangerous height a man ought to know that in an emergency his mind and muscles will work by instinct rather than conscious effort. There is no time to think.*"¹ Knowledge alone is not enough – the instinctive responses that come only through practice and experience are also necessary. Technical understanding has to be coupled with physical proficiency.

So the Brothers had a multi-dimensional problem to solve – designing and building an airplane that could be safely controlled in all phases of flight, even with turbulent upsets, wind gusts, and erroneous pilot inputs. But also in mastering what today is called the "man-machine interface" – that which allows a pilot to determine that the airplane is not doing what he wants, and then making the precise inputs to correct it.

As Orville and Wilbur slowly increased the length of their gliding flights over the sands of Kitty Hawk from 1900 to 1903, their flying time and experience also increased slowly. It wasn't until well into their second year of work on Huffman Prairie that they began to build proficiency more rapidly. By October 1905, with their successful 39-minute flight, both the airplane, **and the pilots**, were ready.

All of us today who have slipped those surly bonds and known the satisfaction, the romance, and the thrill of flying owe an incredible debt of gratitude to those first two fixed-wing pilots who through their intelligence, discipline, and raw courage, gave birth to aviation!

¹McCullough, David. *The Wright Brothers*. New York: Simon & Schuster, 2015

To join, make a donation, or get information explaining the different contribution and recognition levels, write to us at:

Triumph of Flight®

1605 N. Main St
Dayton, OH 45405
or visit our website,

www.wrightmonument.org

Annual Membership Dues*

1 year - \$20

2 years - \$35

3 years - \$50

**Applicable to Individuals, Families or Businesses*

Board Member Spotlight



Tom Kleptz

Born in Kokomo, IN, in 1960, Tom moved to Union, OH, with his family in 1971. He returned to Indiana to attend Indiana University, earning a bachelor's degree in Finance in 1982 and a master's degree in Finance in 1987.

From 1988 to 2009 he served as the Senior VP for U.S. Bank's Private Client Group. Since 2009 he has been the Managing Partner of Turnstone Financial, a registered investment advisory firm in Troy, OH.

Tom has always had a strong interest in education. He previously served on the Northmont City School District Board of Education, and also the board of the Edison Community College Foundation. He currently serves on the Northmont Education Foundation Board and the Troy City School District Board of Education.

He also stays deeply involved in the community. He is the current chairman of the Brukner Nature Center board, and Treasurer of the Troy High School Soccer Parents Association. He is a past board member of Catholic Social Services and the Western Ohio Multiple Sclerosis society.

He and his wife Melissa have lived in Troy for the past sixteen years. They have four children and two grandchildren.

The WIG is a proud partner of the National Aviation Heritage Alliance.

As such, we ask our donors to make checks out to the Aviation Heritage Foundation and mark them so that it is clear the donation is specifically intended for the Wright Image Group.

By flowing our donations through the foundation, the federal government will match a portion of them. This additional funding goes to support the aviation heritage of the entire region. (See instructions below)



**Make checks payable to:
Aviation Heritage Foundation, Inc.**

**With the following comment
on the "For" line:**

"Restricted for WIG"

and mail to:

**Triumph of Flight®
1605 N. Main St Dayton OH 45405**

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