



Soaring 220 feet above the intersection of I-70 & I-75 and seen by thousands of vehicles daily, this 120 foot wingspan monument to the Wright Flyer will symbolize Dayton, Ohio throughout the world.

# The Wright Icon News

Bringing an Icon to Dayton - The Birthplace of Aviation

Today's Modern Aerospace Hub - Tomorrow's Aviation

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## Design Development Poised To Start

At the April 2010 board meeting, the Wright Image Group authorized the project architect, Steve Brown of Brown & Bills Architects, Inc., to spend up to \$25,000 on the initial stage of design development for our monument to the Wright brothers and their 1905 Flyer. Steve is working with Bowser-Morner, Inc., of Dayton, to prepare for soil samples at the construction site. Bowser-Morner will be donating this work to the WIG. They anticipate doing five separate borings, probably in a single day, providing verbal analysis immediately, and following up with a written report to include formal soil analysis and recommendations for an appropriate foundation type (pier, caisson, spread footing, etc.) to Brown & Bills a couple of weeks later. This will put Steve on a "solid footing," so to speak, to proceed with a Preliminary Plan and Elevations.

Before proceeding, however, some additional delay will be necessary to assure that a minor shift in the location of the monument will be acceptable to Singer Properties and also compatible with the requirements for a retention pond on the same property. The new location looks attractive because it would ease the competition between different land uses that Singer has to balance on that southwest corner of I-70 and I-75.

In parallel with Bowser-Morner's soil analysis, Steve is working with Shell & Meyer Associates, Inc., of Dayton to do the preliminary structural engineering for the monument's foundation and structure. Dick Meyer of Shell & Meyer has been a long time supporter of the WIG's efforts. Knowledge of the bearing capacity of the site, along with the weight of the structure and the calculation of forces exerted by Mother Nature, will enable the development of the foundations of the monument.

As Steve works the exact location with Singer Properties, verifies its compatibility with retention pond requirements with the Civil Engineer, and gets approval from the WIG board, we're another significant step closer to success!

## Montgomery County Commission Weighs In

*The Montgomery County Commission*, in a letter dated April 21<sup>st</sup> and signed by all three commissioners, **Dan Foley, Judy Dodge and Debbie Lieberman**, stated that, "The monument would ...serve as a constant acknowledgement that Wright Patterson Air Force Base, The Air Force Research Laboratory and private entrepreneurs in the Dayton Region continue to this day to lead the globe in developing innovations in the sciences of aviation and aerospace."

## Wright Bros and Flyer - The Soul of Dayton

By Louis Chmiel

*Editor's Note: Mr. Chmiel's article concludes in this issue of the Wright Icon News. The Wright Image Group is profoundly grateful for his permission to publish this article in our newsletter.*

Along the way there were plenty of bumps and bruises, hard landings and crashes. A farmer near Huffman Prairie said he had once seen the Wright Flyer come down with such force that the pilot was, "thrown out as if shot from a cannon". After experiences like this the Wrights did what they had always done. They got up, dusted themselves off and went back about the business of inventing the airplane.

Once the Wrights passed the threshold of one thousand feet in August of 1904 they nudged out toward a mile as they began to learn to turn their plane. For nearly a year they would vacillate in the range of one to three miles, not always going where they wanted to or coming down when they chose to. There were frequent relapses to the 100 to 500 foot range and false starts sprinkled in, with the commensurate pilot errors or technological snafus that kept them pensive and focused. They flew their first complete circle in September of 1904, and they were staying in the air two to four minutes at a time.

It was in the late summer and early autumn of 1905 that they finally soared out beyond the limitations of their evolving technology and piloting skills. The incessant trying and changing, trying and adjusting had begun to pay off. It began with the addition of a new and larger elevator in August. This along with a new piloting technique of accelerating into turns brought greater control to their flights. They were set now to flourish.

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*"The course of the flight up and down was exceedingly erratic, partly due to the irregularity of the air, and partly to lack of experience in handling this machine."*

**-Orville Wright**

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*"Those who understand the real significance of the conditions under which we worked will be surprised rather at the length than the shortness of the flights made with an unfamiliar machine after less than one minute's practice. The machine possesses greater capacity of being controlled than any of our former machines."*

**- Wilbur Wright**

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And flourish they did. From September 7<sup>th</sup> to the 14<sup>th</sup>, four flights between four and six minutes. They were just setting the stage. September 26<sup>th</sup>, Wilbur Wright, 18 minutes and 11 seconds. A quantum leap. Twelve minutes better than their previous best.

September 28<sup>th</sup>, Orville Wright, 9 minutes and 44 seconds.  
September 29<sup>th</sup>, Orville Wright, 20 minutes and 49 seconds.  
September 30<sup>th</sup>, Orville Wright, 17 minutes and 11 seconds. They were on a roll now. They added a larger gas tank.

October 3<sup>rd</sup>, Orville Wright, 26 minutes and 11 seconds.  
October 4<sup>th</sup>, Orville Wright, 34 minutes and 39 seconds. And then there was October 5<sup>th</sup>. On October 5, 1905 Wilbur Wright remained airborne for 39 minutes and 23 seconds. They had finally done it. They had broken through all the barriers and reached virtual flight on demand. In the span of ten days in the late summer and early autumn of 1905, six and a half years of effort blossomed into a fully functional flying machine. It was a time of great fulfillment for the Wright brothers. An idea gleaned from the simple twisting of a bicycle inner tube box in 1899 was nurtured by two inventive minds into the dawn of a new era.

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### Wright Bros and Flyer from page 2

There were numbers of local people who witnessed the epoch making events of that autumn on Huffman Prairie. For the next three years they lived in a future that the rest of the world would either not believe or could not imagine. Wilbur Wright estimated that near a hundred people had witnessed their flights over Huffman Prairie in 1904 and 1905. In Dayton these ordinary people, many friends of the Wrights, knew from seeing with their own eyes that the world had changed, but it would be 1908 before the rest of the world would learn what they knew.

The experience had various effects on witnesses. One West Dayton man said on seeing the Flyer in the air, "I could only take off my hat and sit down on the ground." Another walked around aimlessly muttering to himself, "My God, My God." Young boys scratched a mark in the floor of their wagon for every circle the Flyer made overhead. Another recalled, "Every time the plane made a full circle of the field we threw our hats in the air and yelled."

When reports of what happened at Huffman Prairie in the fall of '05 began to make their way around the world in early 1906, they were met with resounding disbelief. But in Ohio there was a cadre of the knowing walking the streets of Dayton with one foot in the future.

One hundred years ago, as the glow of the last days of summer transformed into early autumn, two most unusual men, in a not very likely place, transformed a remote farm pasture, and the State of Ohio into The Birthplace of Aviation.

This is the story of the Wright brothers work in Ohio that will be memorialized by the 1905 Wright Flyer icon that the Wright Image Group will bring to the crossroads of I-75 and I-70 just north of Dayton. The icon will lionize the importance of October 5, 1905 and Ohio's designation as The Birthplace of Aviation.

## **Come See Us At The Air Show!**

*As we did last year, the Wright Image Group will have its seven foot tall model of the Wright Monument on display at the Dayton Air Show, July 17<sup>th</sup> and 18<sup>th</sup>. Look for us in the National Aviation Heritage Alliance (NAHA) tent. Board members will be manning the display throughout the weekend and eager to get acquainted or reacquainted with you!*

*Stop by and see us! You will be able to sign up with your name and mailing address along with an email address to get additional information on our project, or just to stay in touch.*

### **Our Supporting Communities**

Beavercreek  
Butler Twp  
Centerville  
Clayton  
Fairborn  
Kettering  
Miami Twp  
Montgomery Co  
Washington Twp  
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*To get a brochure explaining the different contribution and recognition levels, write to us at:*

*Monument  
1605 N. Main St  
Dayton, OH 45405*

Annual Membership Dues

Individual \$20  
Couple \$30  
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*To join, send your check for dues to:*

**Wright Image Group, Inc.  
1605 N. Main St.  
Dayton, OH 45405-4198**

**Board Member Spotlight**



**Jacqueline Nawroth - Treasurer**

Jacqie is a partner with Roth & Company Certified Public Accountants of Englewood, OH. She graduated Summa Cum Laude from Wright State University in 1976, receiving a Bachelor of Science Degree in Business, and earned her CPA certificate in 1980. She worked in industry for ten years prior to entering public accounting.

She is a member of the Ohio Society and the American Institute of Certified Public Accountants. She serves as treasurer for the Vandalia-Butler Foundation and as board member and treasurer for the Vandalia-Butler Chamber of Commerce.

She is also the treasurer for the St. Christopher Church Festival and a past member of the Pastoral Council and chairperson of the Finance Commission. She has served as treasurer of the Vandalia-Butler High School After Prom, Inc., and is actively involved in numerous other community activities.

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