



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

October 2012

Today's Modern Aerospace Hub - Tomorrow's Aviation Leader

Volume 4

Issue 4

Ohio State Commits to Support

Technical discussions this past June between NASA Glenn and the Wright Image Group focused on the prospect of following up the University of Dayton's wind tunnel work earlier in the year with computational fluid dynamics (CFD) for a more in-depth analysis of wind effects on our proposed monument. At a subsequent meeting at NASA Glenn on August 31st, attended by our project architect, Steve Brown and our project structural engineer, Richard Meyer, as well as our aero test and evaluation coordinator, Chuck Stevens, that prospect firmed up dramatically! Participating by telephone, Ohio State University's Dr. Mike Benzakein, Director of Aerospace and Aviation

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Collaborative Programs as well as the Propulsion and Power Center, agreed to a mid-September meeting at OSU to discuss the possibilities of OSU itself conducting the work. The meeting happened on September 19th on the OSU campus, attended on the WIG side by Chuck Stevens, Curt Nelson, Steve Brown and Dick Meyer. Chuck orchestrated the informational side of the presentation with Curt giving a background review, Steve giving a detailed architectural review, and Dick giving a detailed structural loads review. It quickly became apparent that OSU had committed to this effort!

Dr. Benzakein introduced a team of four senior aero students and explained that they would be conducting this effort as a "Capstone" project - a two-semester graduation requirement for the students, monitored closely by the OSU faculty. The focus of this meeting immediately shifted to the requirements of the project, its content, the schedule, the deliverables, and of course, the cost. Stevens and Benzakein, with their extensive backgrounds in CFD and wind tunnel testing,

Members - Save the Date!

The Wright Image Group will hold its

**Annual Members Meeting on
December 6th, 2012, from 6:00 - 8:00 p.m.**

in the English Room of the Engineers Club of Dayton, 110 East Monument Avenue, downtown Dayton. We will hear committee reports and elect/re-elect up to 1/3 of the Board of Directors this year. Members will be presented a slate of nominees, but may nominate additional persons from the floor. Each member, regardless of membership category, shall have one vote. The Club will serve complimentary light hors d'oeuvres, soft drinks, tea and coffee. Walt Hoy has volunteered to conduct a guided tour of the Club for those interested after the meeting.

Please make every effort to attend - we want to get reacquainted with you! RSVP to 276-2963.

The December Board of Directors Meeting shall be held immediately prior to this in the Wedgewood Room at 5:30 p.m.



L to r, Chuck Stevens, Students Lindsey Crump, Chelsea Curtin, Tim Hendrickson, and Mitchell Le

hammered out a program that will tremendously benefit the WIG and still be achievable by the students. The key objectives are to conduct in-depth CFD analysis on both a tunnel-scale model and a full-scale model of the monument, determine what additional wind tunnel work is warranted,

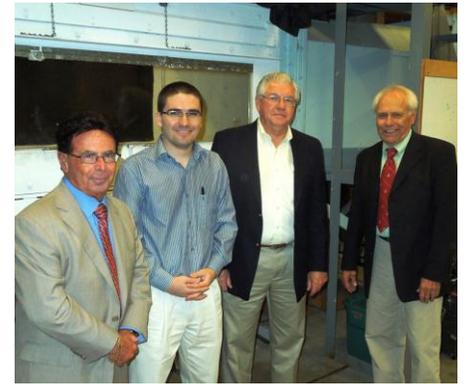
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and conduct that additional testing in OSU's 3' x 5' wind tunnel.

The student team, Lindsey Crump, Chelsea Curtin, Tim Hendrickson, and Mitchell Le, also would like to undertake construction of the model that would eventually be used in wind tunnel testing. Their first task is to define the scope of CFD work by September 30th. Then they will design the tunnel model and its required instrumentation by the end of October, and come up with an overall cost estimate by mid-November. Dr. Benzakein also expects "significant" CFD results by the end of this semester (December)! Hopefully, the students can also take an excursion to Dayton to visit the Wright Flyer at Carillon Park and see the monument's construction site at the intersection of I-70/75.

The most significant open question at this point is cost. OSU has funding appropriate for use on this project, but we could encounter circumstances that would require the WIG to supplement it. We won't know until the cost estimate is in and OSU has a chance to see how far its own funding will go. As always, stay tuned!



L to r: Dr. Benzakein, Grad Student Mehmet Tomac, Chuck Stevens, Tom Benson (NASA Glenn) in front of OSU 3'x5' wind tunnel.



Steve Brown looks on as Dick Meyer explains to the students the structural forces he is hoping to confirm through their work.



Memories of Orville and Wilbur....

By Amanda Wright Lane



Head to toe body tattoos, multiple piercings in places one might not even know one has, and a yen for rock music loud enough to melt your ears off - you might say, what does this have to do with Wilbur Wright? Well, he was young once too, and in 2012 we commonly associate all of the things I mentioned with youthful expression, creativity, rebellion, and often times, the search for self. From a family perspective, for the longest time Uncle Will was a young man searching for self, trying to find his purpose, looking for his path.

History tells us that he was half of one of the most brilliant engineering teams of all time, with incredible genius, courage, and

confidence to spare. But if his immediate family members were here with us today they would tell you that during the early years, young Will was quite often passive, uninterested, discontented – the proverbial "square peg." Unable to find his own direction, he followed his younger brother Orville's lead in the cycling and printing businesses. For Uncle Will, however, this work was not a great fit, and more often than not, completely unsatisfying. He wrote in a letter to his father, "I do not think I am specially fitted for success in any commercial pursuit. I have also thought I would like to become a teacher."

Within a short period, though, Will's isolation would come to a crashing halt – literally with a "crash." Uncle Will was reading a newspaper at Orville's bedside while Orv was slowly recovering from typhoid fever. As he scoured the paper he came across an article that excited him so much he insisted that his still green-around-the-gills brother sit up and listen as he

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read it aloud. The story described the untimely death of German engineer Otto Lilienthal in a glider crash, a crash that came after more than 2,000 successful glides, many of which were documented and photographed for the world to see.

For Uncle Will, the unexpected tragedy left so many questions unanswered, rattling his curiosity so intensely that he immediately began to seek out every piece of information he could on aeronautical experimentation leading up to Lilienthal's crash. And as they say, the rest is history – the kind that rocked our collective global cranium. Four years of experimenting on the Outer Banks led to 12 seconds of magnificent powered flight. Two years of developing a practical flying machine in Dayton led to global demonstrations of a brand new technology. Knocking down problems one by one to answer a timeless question, "Was man meant to fly?" led to, yes, a new Wilbur Wright.

Fortunately for all of us, Uncle Will himself let us in on his own transformation when he wrote, "For some years, I have been afflicted with the belief that flight is possible to man." I believe those words were not the sentiment of someone who was lost, but rather those of someone who was found. Someone who could not turn away from the challenge of answering a complex question for all of humanity, once and for all; someone who could not block out the pull on his brain and his soul to pursue the secret to human flight; someone who could no longer hide in his room; someone who had found his purpose, his path, and yes, his passion. And in doing so, he found a spectacular boundless future for all of us.

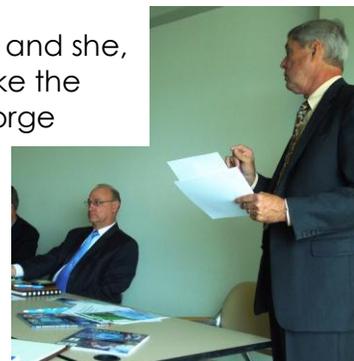
WIG Secures Big Endorsement

One of the WIG's key Board Members, Amanda Wright Lane, is also a member of the Ohio Aerospace and Aviation Council (OAAC). The Council is chartered by the Governor of Ohio to act as the voice of the industry to Ohio's executive Branch, and to promote the state's leadership role in aerospace and aviation. That leadership role began with the Wright Brothers and their development of the world's first practical airplane right here in Dayton, and continues today supported by the state's rich aviation heritage, its aerospace research labs, its university aerospace programs, its multitude of aerospace suppliers, its military installations, its infrastructure for rail, air and water access, and its central location. There are over 1200 companies throughout the state with over 100,000 aerospace, defense, and aviation jobs. The Council's job is to leverage those resources to enhance Ohio's economic future through what has become one of the five most important industries in the state – aerospace and aviation.

Recognizing that an endorsement from the OAAC would be a boost to the Wright Image Group's credentials and credibility, we asked Amanda to get us an audience so we could brief them on the project and explain how the monument would not just memorialize the Wright Brothers' achievement and the birth of aviation, but serve also as an iconic symbol of Ohio's aerospace and aviation leadership. It seemed like the monument could not fail to boost the Council's ability to do its job!

Amanda got us on the Council's agenda in Columbus on August 16th, and she, George Mongon, and board member Curt Nelson, traveled there to make the presentation. After introductory remarks by both Amanda and Curt, George delivered the presentation. It was well received, and Chairman Joe Zeis, well known in Dayton as vice chairman of the Dayton Development Coalition, thanked us and expressed support for the project. He then polled the council members in attendance and secured a consensus to provide an endorsement!

It's not money in our pocket, but that endorsement will go a long way in bolstering our solicitation of gifts from individuals and organizations throughout Ohio!



George Mongon briefs Chairman Joe Zeis and the OAAC on the WIG monument.

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

Monument
1605 N. Main St
Dayton, OH 45405

Annual Membership Dues*

1 year - \$20
2 years - \$35
3 years - \$50

**Applicable to Individuals, Families or Businesses*

Board Member Spotlight



Judi Law

Judi is President and CEO of Judo Steel, a Dayton-based company that provides steel for commercial construction in the Greater Dayton and surrounding region. She founded the company in 1994. Born and raised in Dayton, she has strong faith in the community and remains one of its most avid supporters because she recognizes the area's potential. Two of the company's recent projects include providing steel for the Neonatal Intensive Care Unit at Miami Valley Hospital, and manufacturing over 250 tons of steel for the downtown Dayton Regional Transit Authority hub. Judi intends to continue Judo Steel's role in the region's commercial developments. As she puts it, "Dayton has been good to me, and through my company, I plan to return the favor."

She is on the Dayton Area Chamber of Commerce Board of Trustees, and chairs the Executive Board's Membership Committee. She also chairs the United Way of Dayton's National Women's Council. She is a co-founder of the Hope Society of Hospice of Dayton. She serves on the Montgomery County Re-Entry Policy Board Employment Committee, on UBS Financial Services Wayne Baller's Board of Trustees, and on State Representative Jim Butler's Advisory Council. She also holds a presidential appointment to the Exemption Draft Board.

**Expected Donation Pledge
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Make checks payable to:

Aviation Heritage Foundation, Inc.

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