

The Triumph of Flight®

Bringing an Icon to Dayton - The Birthplace of Aviation

Branding America's Only National Aviation Heritage Area
Memorializing the Achievement of Flight

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Soaring 270 feet above the intersection of I-70 & I-75 and seen by thousands of vehicles daily, this 144 foot wingspan monument to the Wright Flyer will symbolize Dayton, Ohio throughout the world.

© 2015 by Wright Image Group,

“Triumph” at Oshkosh



By Joe Lehman

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Our eight-foot tall scale model of the iconic Triumph of Flight® monument attracted quite a crowd at the annual Experimental Aircraft Association's AirVenture fly-in and convention in Oshkosh, Wisconsin, July 23-29. This year the Wittman Regional Airport host facility, headquarters

for the EAA, provided parking for over 10,000 aircraft. In the eleven-day period including the event, nearly 20,000 aircraft operations occurred – an average of approximately 134 takeoffs/landings per hour. AirVenture is a phenomenon that makes



this small facility one of the busiest airports in the United States for one week each year. AirVenture 2018 attracted over 500,000 visitors and aviation enthusiasts from all fifty states and from around the world.

As you might imagine, an event of this magnitude relies heavily on volunteers. Five members of the Wright Image Group found a place on the Dayton Aviation Heritage National Park team, joining the total of more than 5,000 other volunteers involved in AirVenture 2018.

Each year the National Park Service participates in AirVenture with extensive displays focused on the Wright Brothers and the early years of aviation. This year Park Service ranger Nicholas Georgeff, team leader for the event, invited us to join them with our display model. We were featured alongside other aviation-related displays in an area dedicated to the NPS. Two particularly popular items on display included a still airworthy Fairchild FC-2W2, the National Park Service's first airplane. With one of its bright yellow wings folded, the Fairchild made an impressive static display. The other item was a hot air balloon basket provided courtesy of Cameron Balloons US, and Brown & Bills Architects, Inc. Both the Fairchild and hot air balloons (in general) played important roles in the history of the National Park Service.

I had the pleasure of leading the Wright Image Group team which included Byron Kentner, Walt Hoy and Steve and Eileen Brown. They



Joe meets a kindred spirit

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provided knowledgeable representation at our display throughout the week. As an added bonus, we were fortunate to make some corporate contacts that we plan to pursue as potential donors. Our volunteers were supported extensively by the NPS, but they themselves covered all other expenses.

“We were thrilled to be part of the National Park Service’s display. They were the penultimate hosts, fully integrating all our Wright Image Group participants into every aspect of the week’s many activities and support functions. Without their help, it would have been nearly



WIG Team in front of display model. (l to r) Joe Lehman, Steve Brown, Eileen Brown, Walt Hoy, Byron Kentner.

impossible for us to participate in AirVenture 2018. Because of this generous opportunity we made hundreds, if not thousands of people aware of our plans to create the Triumph of Flight® monument, a salute to the achievement of flight and the many phenomenal achievements in aviation and aerospace throughout its evolution,” said WIG Executive Director Curt Nelson.

Two Distinguished Directors Stepping Aside



Franz Hoge – 6 years of service

This summer the Wright Image Group Board of Directors was saddened by the resignation of two distinguished directors – Mr. Franz Hoge, and Mr. Anthony Perfilio.

Franz Hoge was elected to the board in December 2012 and served the Triumph of Flight with distinction, making effective use of the expertise and talents he accumulated in his accounting career since 1966. Of particular value to our board has been the depth and breadth of his connection to the Dayton community.

Recognized many times for excellence in his profession and for service to his community, Franz has been an effective guiding light to the Wright Image Group, steering us away from pitfalls and towards success with unfailing good humor and tact.



Anthony Perfilio – 12 years of service

Franz is resigning from active service on the board but intends to continue offering his superior advice and counsel as the need arises.

Your friends in the Wright Image Group wish you all the best, Franz. Our heartfelt thanks for your years of assistance and guidance!

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Tony Perfilio was one of our earliest directors on the WIG board. A long-time activist in the effort to promote and capitalize on Dayton's aviation heritage, he was instrumental in the effort to create a National Heritage Area in the Dayton region focused on aviation. In 2004 that effort succeeded when the federal government established an eight-county region of southwest Ohio as the nation's only National Aviation Heritage Area (NAHA). Tony served as President of the managing entity, the Aviation Heritage Foundation. The foundation currently does business as the National Aviation Heritage Alliance (also known as NAHA). In late 2010 his support resulted in the Wright Image Group being accepted as a member-partner in the Alliance.

Tony has provided legal advice, good judgment, and community connections throughout his many years of service to the board. He even led the way by showing us how to raise funds when he facilitated the first large contribution by a corporate donor – our first \$10,000 gift back in 2011! Thankfully, he intends to remain a source of advice and counsel going forward.

Tony, we thank you for years of excellent service and look forward to our continuing collaboration!

Berry Family Foundation Makes a Key Contribution

Mr. John William Berry, Sr, a Dayton philanthropist, made a fortune taking his father Loren's idea for a telephone directory from concept to a world-wide mega-business – the Yellow Pages. Loren founded the business that would grow into a \$1B per year behemoth that was sold to Bell South in 1986 for an undisclosed sum. Loren's son, John Berry Sr., started working in his father's company in 1944 and rose all the way to Chairman by 1973. His father Loren passed away in 1980 and John Sr. passed away in 1998 at the age of 75, leaving his wife Marilyn and five sons – George, John Jr., David, Charles, and Richard – and two daughters – Vicky and Lynne.

John Berry Sr. was a faithful and generous supporter of his alma mater, Dartmouth College, gifting them with \$25M in 1992, the largest single gift in its history. He is credited with funding the endowment of the college's Loren Berry Professorship in Economics, the John W. Berry Sports Center, and a large share of the \$35M Berry Library. He was also a huge booster of philanthropic causes in the Dayton area – particularly scholarships. In 1998 alone, he pledged \$7.5M to the University of Dayton for its Scholarship Program.

The Berry family legacy continues on through the Berry Family Foundation here in Dayton. Since John Sr.'s death in 1998, the Berry Family Foundation, now with John Berry Jr. as president, has spent millions of dollars in the Dayton area supporting an incredible variety of worthy causes.

In June of last year, a Wright Image Group team (Amanda Lane, Byron Kentner, and Curt Nelson) arranged for a visit with John Berry Jr, and Bill Lincoln of the Berry Family Foundation. The presentation went well. John and Bill were interested in the Triumph of Flight and requested periodic updates, so they could continue to evaluate opportunities to make meaningful contributions. During our first annual update to the Foundation by Byron Kentner and Joe Lehman in June of this year, John decided that paying for the first year of our planned option-to-buy contract with Singer Properties was just such an opportunity. In his recent letter to the WIG, Mr. Berry committed to that.

The WIG expects to sign that option contract before the end of this year, and when that happens, Mr. Berry will provide the funding.

Thank you, John! You and the Berry Family Foundation have opened the door to success for our Triumph of Flight project!

Notice of 2018 Annual Membership Meeting

The Wright Image Group's 2018 membership meeting will be held at 3:00 p.m., December 6th, immediately after the December Board of Directors meeting, at 1605 N. Main St, Dayton OH.

Please telephone or email your planned attendance to Amber, 937-276-2963 or

amber@ohlmanngroup.com.

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.triumphofflight.org

1 year - \$20

2 years - \$35

3 years - \$50

** Applicable to Individuals, Families or Businesses*

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

Phone: 937-276-2963
800-266-4767

Website: www.triumphofflight.org
(Past newsletters are posted)

Email: amber@ohlmanngroup.com

Flashback....

It was the afternoon of December 14th, 1903. Wilbur and Orville Wright in the last three days had assembled, made necessary repairs, and placed their latest Flyer model on top of a track placed on a big slope in the sands of Kitty Hawk from which they planned to launch the first successful powered, controlled, sustained flight in history. They started the engine, and...

"Everything was set. There was no debate or extended discussion over which of them should go first. They simply flipped a coin. Wilbur won and worked his way between the propellers and in among the truss wires to stretch flat on his stomach beside the engine, his hips in the padded wing-warping cradle....

"Orville took hold of an upright bar at the end of the right wings ready to help balance the whole affair when it started forward on the track.

"Then off they went, Orville running as fast as he could, holding on until no longer able to keep up.

"But at the end of the track, Wilbur made a mistake. Pulling too hard on the rudder [sic], he sent the flyer surging upward at too steep an angle. To compensate, he nosed it downward, but again too abruptly and the machine hit the sand a hundred feet from the end of the track.

"The brothers were elated. Motor, launching device, everything had proven reliable. Damage was minor. Wilbur's error in judgment, from lack of experience with this kind of apparatus, had been the only cause of trouble....

"The repairs took two days. Not until the afternoon of the 16th was the machine ready."¹

The next day, December 17th, the brothers made four successful flights of 120, 175, 200, and 852 feet over the ground. They had learned a lot about what it took to fly, but they still had much more to learn before they had a practical airplane. And perhaps more important for their longevity, they had much more to learn about how to actually fly it!

¹ David McCullough, "December 17, 1903," *The Wright Brothers*, 1st Edition, Simon & Schuster, New York NY, May 2015, pp 102-103.