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## Ohio Outreach Within Reach!

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The Ohio Aerospace Institute is a, private, not-for-profit 501(c)(3) Ohio-based corporation, founded in 1989, with support from the Ohio Board of Regents. It is the first NASA-associated collaborative Institute chartered to foster relationships between universities, aerospace industries, and government organizations. OAI maintains strong partnerships with US

Government federal laboratories, the state of Ohio, Ohio research universities, and aerospace industry, operating across the state with primary centers in Cleveland and Dayton.

The Wright Image Group has long recognized the potential benefit that a partnership with OAI would confer in opening doors across the state to companies and institutions that could sponsor different aspects of the Triumph of Flight and the Evolution of Flight Park. Through the good offices of Dr. Mike Heil, a former President and CEO of OAI, earlier this year we asked the current President and CEO, Dr. John Sankovic, for some time on his calendar so we could show him our plans for America's Newest Monument, the Triumph of Flight, and solicit his help in reaching out to aviation/ aerospace companies and other institutions throughout the state of Ohio for their support.

Dr. Sankovic gave us the green light, and on March 28<sup>th</sup>, Joe Lehman, Steve Brown, Amanda Wright Lane and Curt Nelson traveled to Cleveland for that presentation to him and his VP for Finance and Operations, Mr. John Cotman. The team went through the details of the project, emphasizing that while



*Dr. John Sankovic, President and CEO of the Ohio Aerospace Institute*

the monument was intended to be national in nature, support within Ohio was a critical factor for success.

He was extremely attentive and excited about the prospect of having such a significant attraction located in Ohio to symbolize the achievement of flight and the huge continuing role that Ohio has played in its evolution and sustainment ever since then. He offered a multitude of suggestions on how to create a base of support throughout the state and use it to leverage political, commercial, and institutional action to help bring the project to fruition. The WIG team took copious notes and charted a series of near-term actions in response to his suggestions – enough to keep us busy in the near future!

Dr. Sankovic also agreed to become a member of our Triumph of Flight Advisory Group (TAG) and help guide us as we proceed down the road. We look forward to a long and beneficial relationship!

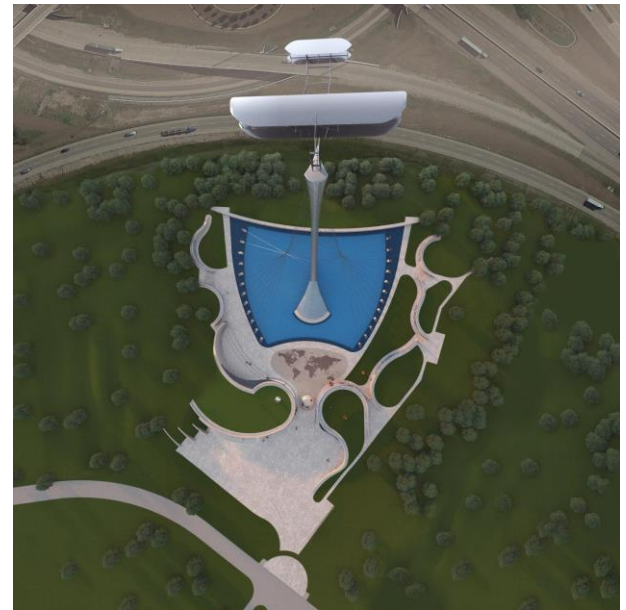
## New Graphics Coming

At the beginning of the year, the Wright Image Group was ready to pursue an upgrade to the computer-generated graphics we have been using for a while, and our good friends in the Graphics Shop at the Ohlmann Group tipped us off to a local professional by the name of Kevin Passmore who was "...especially strong in 3D." Joe Lehman and Curt Nelson met with Kevin in late January and elected to hire him to do the job. Kevin has produced some high-quality stills that we are ready to share. Here are some examples:



*Above: Left side of the grand entrance showing the Sponsor Wall with its listing of Sponsors by tier, from Flight Team to Triumph.*

*Right: An overhead view of the Monument and Park with the ramp from Interstate 70 east to Interstate 75 south.*



*Clockwise from left:  
-Visitor and STEM Learning Center with tableau example.  
-Triumphs in Space Tableau with bronze of Neil Armstrong.  
-Bronze casting of John Glenn and his Freedom 7 capsule.*



These finely detailed and sophisticated 3D renderings of the Monument and Park will become the basis of the next generation of Triumph of Flight promotional materials. Included will be a 2-minute video tour of the facility that will replace the "Bird's Eye Video" we currently use.



## Notes from the Full Spectrum of WIG Activities:

Our Director of Development, Joe Lehman, took an earlier graphic depiction and had it modified by the Graphics Shop at the Ohlmann Group. That product was printed out by Bill Koop and sent back to Joe who mounted it on display stands that he bought online. We have three of these now. One is on display at the Waypoint Hangar at Lunken Field near Cincinnati. (When Lunken Field opened in 1925 it was the largest municipal airfield in the world. Waypoint Aviation came along later, beginning to build their 42,000 square foot hangar to support business jets and other commercial aircraft in 2015. The hangar was finished in 2018 and now hosts the rich and famous as they fly through Cincinnati!) Another is on display in the lobby of the Ohio Aerospace Institute near NASA Glenn Research Center in Cleveland. The third stands ready in Joe's garage for duty as the WIG desires.



Efforts to secure title to an additional 7 acres for the Monument and Park at the southwest corner of I-70/I-75 continue, slowly but surely. The WIG used funds granted by the Kettering Family Philanthropies to pay for an engineering study by Admiral Engineering that determined the extent of earth that would have to be moved to dig a temporary retention pond at the site. This pond will fulfill stormwater runoff requirements for the area while the permanent retention pond was evacuated to allow pilings and a giant compression ring to be sunk in it to support the 270-foot tall monument. Thus prepared, the permanent pond will become our reflecting pool! The Kettering Fund grant also paid for a legal description of the land we wish to purchase and a Phase I Environmental Assessment that determined there were no environmental risks that warranted further assessment.

Our social media chairman, Sean Cornett, has migrated to the sunny, but crowded, Southern California scene. He probably misses the opportunity to attend meetings with us, but he doesn't let that get in the way of doing a great job for us in keeping our best face outward on social media!

Our webmaster, Paul Selm, in Columbus, Ohio, has had a busy few months with us, making updates and improvements to our website and helping us manage the interface with our web host, Media Temple. He was the key element in getting "triumph of flight" email addresses for a number of board members and will be an indispensable team member as we upgrade our website with new graphics from Kevin Passmore.

William (Bill) Fulker, of Faust, Fulker & Schlemmer, LLP, in Troy Ohio, has been helping us prepare to purchase the additional land we need from Singer Properties for over a year now. He is currently hard at work drafting consent documents for signature by Homeowner Association members that will clear the way for temporary and permanent changes to the retention pond at the site. This is a prerequisite for entering into an option contract with Singer Properties.

Board member Byron Kentner has completed a thoroughly professional, in-depth economic impact analysis, detailing the economic benefits that will accrue to the state and the region from having the Triumph of Flight and its Evolution of Flight Park built and operating. He is also coordinating with John Fimiani of Challenger Strategy to provide additional credibility for the study. John is a professional at this kind of study and his inputs, along with a cover letter endorsing it, will be a significant boost to its value.

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

### Annual Membership Dues\*

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

\*Applicable to Individuals, Families or Businesses

## A Tradition Begins

In 1908 Wilbur and Orville Wright realized that they needed to demonstrate their airplane more widely. They decided that Orville would go east to the Washington, D.C. area and Wilbur would go to France for these demonstrations.

Both of them were tremendously successful at that, setting record after record in both locations. The brothers were now professional aviators – the first! But the range of their flying machines would still not allow them to fly all the way to France or even to Washington. They had to break the airplanes down, pack them in crates, and ship them. This meant that the airplanes had to be reassembled at their destinations before the brothers could put on demonstrations. If they weren't already intimately familiar with literally every nut, bolt, wire and piece of structure on the airplane, this process ensured they were. And of course, since their lives depended on that airplane performing as expected, they did everything they could before flight to ensure it. Only after personally inspecting the entire airplane, did they get on and fly it.

Wilbur had a particularly bad experience reassembling his flyer upon arrival in France. It had been severely damaged by customs inspectors and he had to re-build many parts. This only reinforced his habit of thoroughly inspecting the aircraft prior to flight. He was diligent to a fault in this – often causing his French crowds to be impatient at his delays before flight. As they watched, "Wilbur would examine it up and down with his usual care, oil can in hand, pockets bulging with twine, a screwdriver, a wrench, touching a wire here, a bolt there, and never hurrying."<sup>1</sup> Finally, he would climb in and take off.

This pre-flight inspection of the aircraft would become firmly rooted in aviation practice and be known as the "pre-flight walk-around." Even though airplanes now are incredibly more complicated, and pilots can't see very much of what's inside, they still make that walk-around to inspect everything they can. Next time you're in the airport waiting to board your flight, look out the window and watch your 747 Captain doing just that!

1. David McCullough, *The Wright Brothers*  
(New York, Simon and Schuster, 2015) pg 216.

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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