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## Return to Oshkosh

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Again this year, the National Park Service (NPS) display at the Experimental Aircraft Association's AirVenture 2019 event in Oshkosh, Wisconsin, included the Triumph of Flight! Though the space allocated to them in their new location in Hangar D was limited, our NPS hosts made room for our poster stand and supported us in many other ways as well.

There was no room this year for the Triumph of Flight floor display model, but Byron Kentner and Joe Lehman elected to make the trip anyway. They created visibility for the monument project by getting into the spotlight in other places – three presentation time slots at various activities and dates throughout the week. Joe also did a 15-minute live radio interview with Rob Mark, Senior Editor of *Flying* magazine. He had made contact with Rob at another event here in Dayton, a writers' summit last May sponsored by the National Aviation Heritage Alliance at Hawthorn Hill, the historical home of Orville Wright and the Wright family.

Of course, Joe's and Byron's "sensors" were tuned to potential deep-pocketed sponsors, and they did manage to come across one! That conversation is discretely underway.

Though wet weather at the start of the week flooded the airfield and earned the event an appropriate "Splosh-kosh" moniker, from the WIG's standpoint, it was still a success – the Triumph of Flight made a "splash" by reaching a broad national audience of aviation and aerospace enthusiasts. According to *Flying* magazine, "This year, 'some 2,758 [aircraft] visited the grounds, made up of 1,057 homebuilt aircraft (including a record 592 homebuilt aircraft campsites), 939 vintage airplanes, 400 warbirds (a 6% increase), 188 ultralights and light-sport aircraft, 105 seaplanes (a 40 percent increase), 62 aerobatic aircraft, and 7 in other categories,' according to EAA."<sup>1</sup>

With ever-improving insights into this key event in aviation, we are looking forward to the possibility that AirVenture 2020 will be our best out-reach event ever.

<sup>1</sup> Mark, R. (2019, Aug 1). The Numbers Are In For Air Venture 2019. *Flying*.



*The Dayton Aviation Heritage National Historical Park booth staffers. Byron Kentner (far right) and Joe Lehman were our WIG reps. WIG board member Steve Brown is next to Byron.*



## The Writers “Summit” – A WIG Opportunity

On May 29<sup>th</sup>, the National Aviation Heritage Alliance (NAHA) hosted its third Writers Summit in Dayton, inviting prominent aviation magazine editors and freelance travel writers from around the country to visit the aviation heritage attractions comprising the nation's only national heritage area dedicated solely to aviation.

This year's attendees were Emily Carney, a National Space Society writer and freelance blogger; Dr. Peggy Chabrian, the founder and president of Women in Aviation International; Mike Collins, technical editor of the Aircraft Owners and Pilots Association magazine; Chase Guttman, an international travel writer and photographer; Christine Negroni, an international travel writer who has previously published articles on our attractions; and Rob Mark, senior editor of *Flying* magazine.

The writers are hosted by the various NAHA partners so they can become familiar with the variety and quality of our attractions. An always popular visit is to the Champaign Aviation Museum where they have an opportunity to fly the museum's B-25. (Photo below courtesy of NAHA.) Without a site to visit (yet...!) the Triumph of Flight can only squeeze into the schedule with a presentation of some kind – typically in conjunction with lunch or dinner.

This year, Curt Nelson and Joe Lehman teamed up to make a presentation to the writers while they visited Hawthorn Hill for a social hour with heavy hors d'oeuvres. Our floor display model was



*During their visit to Historic Grimes Field, site of both the Champaign Aviation Museum and the Grimes Flying Lab Foundation, the visiting writers focus in on the Museum's popular flying attraction, its B-25J Mitchell bomber.*

set up as background and Curt made a short informal presentation. Several of the writers engaged with good questions and the session turned out to be much longer than anticipated. The best news, however, was the contact Joe made with Rob Mark. Rob was genuinely interested in the Triumph of Flight project and offered to help however he could. When he learned that the WIG would be present at Oshkosh, he invited Joe to join him for a live radio interview broadcast during the airshow. ([See previous article](#))

Needless to say, Joe was happy to get that on his schedule!

Thanks, Rob! We look forward to possibly working with you more in the future!

## Lockheed Martin Grant Supports STEM Planning

Several months ago, our Development Committee reached out to the local Lockheed Martin office on Presidential Drive in Beavercreek and made contact with their Director, Mr. Ken Ginader. Joe Lehman established a relationship and found Ken to be open to supporting the Triumph of Flight. Ken told him that Lockheed Martin was not much into “bricks and mortar” projects but was deeply invested in supporting Scientific, Technical, Engineering, and Math (STEM) education. Ken ultimately made a request on the WIG's behalf for a 2019 CyberGrant focused on the Evolution of Flight's STEM Learning Center.



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The Lockheed Martin CyberGrant program, according to the company's website, is "...a program of philanthropy that supports the Corporation's strategic business goals, primarily in the focus areas of science, technology, engineering and mathematics (STEM) education and military and veteran causes." Applications can be submitted throughout the year, and evaluations are conducted quarterly.

We were notified in May that the company had pre-approved it. Joe completed the application process and submitted it in July. We were notified in September that it was in the final review and approval stages and that we could expect a check for \$3,000 in the near future!

Meanwhile, Byron Kentner has continued our ongoing discussion with the Dayton Regional STEM Center (DRSC) Director Elizabeth Wolfe-Eberly. We first met with her in March 2018 to discuss

the challenge of launching a STEM program associated with the Triumph of Flight. (It seemed like a daunting prospect to those of us who had absolutely no experience with it!) Elizabeth explained that the Center functions as a hub of curriculum design, training, and support for educators in the Dayton area, and as they explain on their website, their role is to facilitate this "...dramatically new approach to teaching

and learning characterized by challenging, problem-based learning experiences that tear down compartmentalized disciplines and curriculums, and engage students in scientific inquiry and the engineering design process." What that means in concrete terms is that if we came to them with a need to achieve some learning objectives that were focused on the achievement of flight and the many challenges involved in its continuing evolution, they would be able to assist by marshalling volunteer educators with the right kind of backgrounds, provide them with the required resources, and support them in doing that.

Now, with this Lockheed Martin grant, we will be able to fully partner with the DRSC to sketch out the initial framework of a STEM program that we can sponsor in our Learning Center. One of the key tenets in designing this framework will be to avoid duplicating STEM learning modules that are already in use throughout the National Aviation Heritage Area – at the National Museum of the USAF, e.g. The objective of this partnership with the DRSC is a more vivid description of our STEM program to potential sponsors. Our heartfelt thanks to Lockheed Martin!



## A Looming Problem for the Industry

Air travel is increasing all around the world, driving high demand for additional aircraft. To meet that demand, manufacturing companies like Boeing and Airbus will double the size of the commercial fleet over the next 20 years. The requirement for additional pilots, technicians, and controllers to operate that growing fleet of aircraft is where the problem lies. That population is not keeping up – it's actually decreasing. According to the FAA, in 1987 there were 827,000 pilots in the U.S. In 2017, it was 30% less. This is impacting both commercial aviation and the military today, and without action will get much worse in the future. <sup>1</sup>

There are a number of reasons for this, beginning with the Airline De-regulation Act of 1978. That law started the era of low-cost carriers and saw several major airlines go out of business. (Remember Pan American World Airways?) Then the effects of the 9/11 attacks left carriers in such a weakened financial condition that five out of six of the majors actually went bankrupt. The resulting downward pressure on salaries across the board was such that the highly prestigious – and lucrative – professional pilot's job became much less so. At the same time the number of military

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1 year - \$20

2 years - \$35

3 years - \$50

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pilots who transitioned to the airlines was dropping. In the 80's 2/3 of airline pilots were former military. Now it's 1/3. <sup>1</sup>

Some government actions (raising required flight hours to fly for the airlines, tightening flight crew duty restrictions, and ironically, allowing mandatory pilot retirement to go from age 60 to 65) have exacerbated the problem. <sup>1</sup>

This problem is not limited to just pilots. The International Civil Aviation Organization (ICAO) has identified an equally pressing need for additional aviation technicians and controllers around the world. <sup>2</sup>

ICAO has listed the reasons for these anticipated shortfalls, and one of those is something the Triumph of Flight and its Evolution of Flight Park can address: "little awareness by the 'next generation' of the types of aviation professions available." <sup>2</sup>

The National Aviation Hall of Fame (NAHF) is working on a state-of-the-art Aviation Heritage and Learning Center which is aimed at exactly that problem. The WIG is in discussions with the NAHF to locate their center at the Triumph of Flight monument site. We have designed the site to include sufficient interior facility space and exterior display space to allow virtually anything they might want to incorporate. The NAHF has expressed high interest in the prospect of co-locating with America's Newest National Monument in this joint project to **honor** those pioneers who have gone before and **inspire** those who are yet to come. This would be STEM on steroids!

<sup>1</sup> Gall, P. (2018, July 12) *The US is facing a serious shortage of airline pilots*. Retrieved from <https://theconversation.com/the-us-is-facing-a-serious-shortage-of-airline-pilots-95699>.

<sup>2</sup> ICAO *Addresses Shortage of Skilled Aviation Professionals*. (Date unknown). Retrieved from <https://www.icao.int/Newsroom/Pages/ICAO-Addresses-Shortage-of-Skilled-Aviation-Professionals.aspx>.

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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**Notice of 2019 Annual Membership Meeting**

**The Wright Image Group's 2019 membership meeting will be held at 1:30 p.m., December 5<sup>th</sup>, immediately after the December Board of Directors meeting, at 1605 N. Main St, Dayton OH.**

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

**[Pam@ohlmanngroup.com](mailto:Pam@ohlmanngroup.com).**