



THE Flyer

P. O. Box 1903, Kitty Hawk, NC 27949
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Spring 2002

Trademark Turbulence 2003

By Tom Halfhill

There have been many problems in the planning for the “biggie” in 2003. Jealousies and turf battles, personality differences and other obstacles have emerged along the way. It appears however that recently most of those problems have been settled and some egos soothed. But new ones crop up as might be expected when working with so many people and groups.

The latest blow hit the local newspapers and it involves trademarks and copyrights. A California company called The Roger Richman (no pun intended) Agency, Inc. of Beverly Hills, apparently specializes in seeking trademarks and copyrights on notable persons dead or alive. (Who said bounty hunters died with the Old West?) The agency wants to claim the rights to using “The 100th Anniversary of Flight”, the “Wright Brothers” and many other combinations. This action—if successful—will not stop the celebration but will put a damper on some things and make all of the planners very cautious in what they plan to do and say.

Reportedly, The Wright Family Fund will receive 65-percent of the royalties and the Agency the rest. The president of the Agency was quoted as saying that Wilkinson Wright, grandnephew of the brothers contacted him some 12 years ago to represent the family. We first heard about this effort about five years ago at a Centennial Commission meeting in Raleigh and I personally asked “Wick” Wright about it. We both were members of the Commission at that time. He did not disclose any knowledge of these events to me and I asked him if someone were successful, how would it affect the First Flight Society. His answer was that it should not affect the Society. Those of us who knew and worked with Wick find it hard to believe that he would knowingly do anything that might impede the success of the many people involved in the endeavor to have a memorable celebration of the first flight.

As you readers and members know, the First Flight Society and its predecessor, was responsible for getting the Wright Memorial built and the Park formed. Our only purpose is to foster and promote a public awareness of, and widespread interest in the origin, history and future of flight, in all its forms, and to



Wick Wright during one of his last trips to the Outer Banks posing with Midge Daniels Barber (left) and Alma Eberidge Wilson, daughters of First Flight witnesses, John T. Daniels and Adam Eberidge (photo by Lisa Holian).

memorialize Orville and Wilbur Wright. We have been doing that in different ways since 1926 without interference or having to worry about trademarks and copyrights. We are a volunteer, non-profit organization that mainly depends on membership dues and donations to function. Each year the Society spends several thousand dollars to stage the various events

to honor the Wright Brothers and the First Flight.

According to history, the only thing the Wright brothers wanted to protect was their technical achievements. With the much-improved 1905 craft, many successful flights were made at Huffman Prairie near Dayton, Ohio, witnessed by many people. The brothers

SEE TURBULENCE *continued on page 2*

98th Celebration Highlights

by Tom Halfhill

A more seasonably weather day with a good turnout of patrons, the morning program went smoothly with a stirring speech by Gen. Ralph Eberhart of USAF and the induction of aviation pioneer Clyde Cessna for the theme “General Aviation” into our Shrine. At 10:35, one of the largest fly-overs occurred with civilian aircraft—many Cessnas—and military planes from the Air Force, Navy,

Coast Guard and the crowd-pleaser, “The Spirit of Kitty Hawk” B-2 stealth bomber. Closing the program was a “Missing Man” formation of F-15 Eagles—a rare and very special event.

This year for the 99th anniversary, an even bigger program is in the planning stage.

And the countdown to 2003.

AirVenture Cup

By Lisa Holian

All the excitement of the Bendix Trophy Races of the 1930s is replicated in the AirVenture Cup. The first AirVenture cross country race was held in 1998 with famous aviators, such as Hoot Gibson, competing in the 1,000-mile race.

Racers in experimental category aircraft take-off in Manteo from the Dare County Airport and proceed to the starting line which is located between the Wright Brothers Memorial and the First Flight Airport. The time starts as the aircraft passes this point, not at take-off.

The racers will go to Wright Brothers Airport in Dayton, Ohio for an overnight pit stop. The next day pilots will make a pylon turn at Aurora and then head to their final destination in Oshkosh and the home of event sponsor, the Experimental Aircraft Association.

The aircraft with the overall shortest time will be declared the winner by judges using atomic clocks on the GPS satellites at all locations. Winners will also be named for the shortest time in each of the 5 categories.

On race day, Sunday July 21, 2002 at 6:30 am, the First Flight Society and the Dare County Regional Airport will sponsor a breakfast to give the public a chance to meet the pilots and see the aircraft which will be on display until 30 minutes prior to race time. The breakfast also serves as a fundraiser for the First Flight Society.

To find out more about the AirVenture Cup, visit the E.A.A. website at www.eaa.org or contact the Dare County Regional Airport at 252-473-2600 or www.flytomqi.com.

RACE DAY

Sunday July 21
at 6:30 am

The First Flight Society and the Dare County Regional Airport will sponsor a breakfast to give the public a chance to meet the pilots and see the aircraft which will be on display until 30 minutes prior to race time.

Wilbur Wright's Birthday April 16

AirVenture Cup

July 20 and 21--The Dare County Regional Airport. For more information contact the Dare County Regional Airport at 252-473-2600 or visit www.flytomqi.com.

"Century of Flight" Golf Tournament

Icarus International will sponsor this first annual competition at The Currituck Club in Corolla on Saturday June 8, 2002. Proceeds will help support the construction of the new monument dedicated to a Century of Flight that will be located near the Aycock Brown Welcome Center in Kitty Hawk. For more information contact 252-255-5981.

99th Anniversary of Powered Flight

Contact the National Park Service at 252-441-4434 or visit www.nps.gov/wrb.

TURBULENCE continued from cover

were still seeking patents and finally obtained them. During that time they were afraid of too much publicity but by 1908, they sought publicity that would enable them to sell their product and start to make some money. They had many photographs of their flights to prove their achievements. The famous "Daniels" picture of the first flight is a good example of the brother's intent. Prior to their attempts to fly on December 17, 1903, they would mount their camera on a tripod, aim it at the end of the wooden-rail runway and focus it. They had instructed John T. Daniels, a surfman, how to

Orville Wright's Birthday August 19

Man Will Never Fly International Meeting and Banquet

December 16--Annual Meeting and Banquet. For information contact Jim Dadson at 757-428-1822 or 757-437-0544.

99th Anniversary of Powered Flight

December 17--9:00 am at the Wright Brothers National Memorial. Fly-over begins at 10:35 am. Contact 252-441-4434 or www.nps.gov/wrb for information.

12:00 pm FFS Luncheon and Annual Meeting, Comfort Inn South, Nags Head. For tickets mail \$25 per person, to FFS, P. O. Box 1903, Kitty Hawk, NC 27949.

7:00 pm--Wright Brothers' Anniversary Ball, Ramada Inn, Kill Devil Hills. For tickets mail \$125 per person, to FFS, P. O. Box 1903, Kitty Hawk, NC 27949.

Icarus International Art Exhibition and Competition

Throughout December--Glenn Eure's Ghost Fleet Gallery and Seaside Art Gallery in Nags Head. For information contact www.icarusinternational.com or phone 252-441-6584.

Wright Brothers Early Military Aviation

February 10, 1908

The first formal Army contract signed by U.S. Signal Corps with the Wright brothers with Captain Charles Wallace signing on behalf of U.S. and Orville for the brothers. The Wrights' agree to deliver for \$25,000. by August 28, 1908 a heavier-than-air flying machine meeting U.S. Signal Corps Specification No. 486.

September 17, 1908

Orville crashes airplane during Army test flights. Orville severely injured and Lt. Thomas Selfridge killed at Fort Myer, VA. This terminates the Wright's Army trails for the year. (First death in an airplane)

August 2, 1909

Orville completes demonstration at Fort Myer, VA. And the formal acceptance of the machine by the U.S. Government, the first flying machine purchased and put in service by any government.

First Flight Adventures Club

By Joe Hardman

In 2002-03, the First Flight Adventures Club, sponsored by the First Flight Society at the First Flight Middle School, is approaching its 10th anniversary of service to the 6th, 7th, and 8th graders at the school. The school is located near the main Kill Devil Hill, site of three years of gliding by the Wright brothers that led up to the world's first powered flights nearby in 1903.

By sponsoring the Club, the Society seeks to attract, develop and inspire students to appreciate the wonders of aviation in all its ramifications. Club activities focus on the principles of flight, the Wright brothers, the history of aeronautics, achievements in commercial and general aviation, the role of NASA and space exploration as well as military aviation. Emphasis on the Wright brothers centers on the fact that Wilbur and Orville lived, worked and performed the world's first powered flights just across the road from the school.

Meeting at the school once a month for two hours, the program presents a taste of aeronautics to both boys and girls. Topics highlighted include kite building and flying (led by NPS Ranger, Darrell Collins, historian at the Wright Memorial); the Wright brothers, NASA and space exploration; aviation careers (led by Dare Airport manager, Tim Gaylord); review of notable pilots and flights, plus field trips to the Norfolk FAA Tower and other sites. After a final exam, successful students are provided airplane flights courtesy of Mr. Jay Mankedick of Kitty Hawk Aero Tours.

During its years of activities, the First Flight



First Flight Adventure Club

Middle School staff has sustained the Club, including Principals Dr. Sandra Brooks and Mr. Gary McDonald with teachers Mrs. Carol Sparks, Mr. Bill Crosscup, Mrs. Kinnette Joyner and currently by Mr. Bill Johnson and Mr. Tim Janka. The Society's active participants are Dave Grana and Joe Hardman and the Society continues providing annual funding for the program.

Winged Horses

In celebration of the 2003 Centennial of

Flight, Outer Banks Press is spearheading a public art display similar to Norfolk's Mermaids on Parade and New York's Cows on Parade. Outer Banks Press is now taking orders for winged stallions and winged foals, with delivery in mid September. As a sponsor, you will have until February 2003 to decorate your horse, and can display it at your

place of business from President's weekend until December. If you so choose, you may then donate your horse to be auctioned off in



A green Winged Horse was literally on Parade during Kelly's & Patrick's Day Parade in Nags Head to help attract sponsors for this fundraising effort. (photo by Tricia Ibelli)

December of 2003, with proceeds going either to the Icarus Monument to a Century of Flight or to a local charity of your choice. Sponsorship benefits include lots of media coverage, increased traffic to your place of business, a possible tax deduction, and the chance to support the arts along with some very worthy causes.

For more information about being a sponsor, an artist, or a volunteer for this event, please call Outer Banks Press at 252-261-0612, ext. 231 or log onto www.outerbankspress.com and click on Winged Horses.



The Flyer
is a Newsletter of
The First Flight Society

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1917 Royal Flying Corps Reports

The following safety tips are excerpts from a Royal Flying Corps monthly safety report. The report was signed C. St. John-Culbertson, RFC Colonel and was dated 21 Dec.1917.

Introduction—Another good month. In

all, a total of 35 accidents were reported, only six of which were avoidable. These represented a marked improvement over the month of November during which 84 accidents occurred, of which 23 were avoidable. This improvement, no doubt, is the result of experienced pilots with over 100 hours in the air forming the backbone of all the units.

Avoidable Accidents—

a—The pilot of a Shorthorn, with over 7 hours of experience, seriously damaged the undercarriage on landing. He had failed to land at as fast a speed as possible as recommended in the Aviation Pocket Handbook.

b—A BE.2 stalled and crashed during an artillery exercise. The pilot had been struck on the head by the semaphore of his observer who

was signaling to the gunners.

c—Another pilot in a B.E.2 failed to get airborne. By an error of judgment, he was attempting to fly at mid-day instead of at the recommended best lift periods, which are just after dawn and just before sunset.

There were 3,535 B.E.2 (Bleriot Experimental) aircraft built by 1915. Intended for reconnaissance, German planes flew rings around them and shot them down with synchronized forward firing machine guns. Powered by a 90-hp motor and a 4-bladed propeller, it had a maximum speed of 116-mph and took 45-minutes to reach 3,000 meters.

d—A Longhorn pilot lost control and crashed in a bog near Chipping-Sedbury. An error of skill on the part of the pilot in not being able to control a machine with a wide speed band of 10 MPH between top speed and stalling speed.

e—While low flying in a Shorthorn the pilot crashed into the top deck of a horse drawn bus near Stonehenge.

f—A B.E.2 pilot was seen to be attempting a banked turn at a constant height before he crashed. A grave error by an experienced pilot.

Unavoidable Accidents—

a—The top wing of a Camel fell off due to fatigue failure of the flying wires. A successful emergency landing was carried out.

b—Sixteen B.E.2's and 9 Shorthorns had complete engine failures. A marked improvement over November's fatigue.

c—Pigeons destroyed a Camel and 2 Longhorns after mid-air strikes.

Cost of Accidents—

Accidents during the last three months of 1917 cost 317 pounds, 10 shillings sixpence, money down the drain and sufficient to buy new gaiters and spurs for each and every pilot observer in the Service.

Accident Briefs—

No.1 Brief No. 912 Squadron 3. December 1917 Aircraft type B.E.2C, No. XY 678, Total solo—4.20 Pilot Lt. J. Smyth-Worthington, Solo in type—1.10. The pilot of this flying machine attempted to maintain his altitude in a turn at 2,500 feet. This resulted in the aeroplane entering an unprecedented maneuver, entailing a considerable loss of height. Even with full power applied and the control column fully back, the pilot was unable to regain control. However, upon climbing from the cockpit onto the lower mainplane, the pilot managed to correct the machines altitude and by skillful manipulation of the flying wires successfully side-slipped into a nearby meadow.

Although, through inexperience, this pilot allowed his aeroplane to enter an unusual attitude, his resourcefulness in eventually landing without damage has earned him a unit citation.

The Editors wish to thank the Daedalian Foundation for compiling this report. It goes on, but our readers can see just how good "the old times were."

First Flight Society Membership Application

Members of the First Flight Society come from all walks (or flights) of life, but we all share a common bond: our love of aviation. The purpose of the society is to foster and promote a public awareness of, and widespread interest in, the origin, history and future of flight, in all its forms, and to memorialize Orville and Wilbur Wright, first in the world to successfully achieve powered flight in a heavier-than-air machine, December 17, 1903, near Kill Devil Hill, at Kitty Hawk, North Carolina. Join us by completing the information below and mailing your membership check made payable to the First Flight Society.

Name _____, Address _____, State _____, Zip _____

(Mail to The First Flight Society, P. O. Box 1903, Kitty Hawk, NC 27949)

\$25.00 Renewal \$25.00 New Member \$150.00 Corporate Members \$350.00 Lifetime Membership



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