



# THE *Flyer*

P. O. Box 1903, Kitty Hawk, NC 27949  
www.firstflight.org • Ph. 252-441-1903

Fall 2001

## "Hyding Out" on National Aviation Day

By Tom Halfhill

Ken Hyde, executive director of The Wright Experience company, located in Warrenton, VA, was the featured speaker of this year's National Aviation Day event held at the Wright Memorial and sponsored by the First Flight Society.

Ken's company restores old aircraft and is currently constructing an exact reproduction of the 1903 Flyer. Ken was born into aviation, so to speak, as his father, John "Captain Johnny" Hyde, was an early barnstormer in the teens and twenties.

Ken earned both his pilot's and mechanic's licenses in his teens when he was still a high school student. He went to work for Capital Airlines as a mechanic after graduating and later worked for Bendix Corporation as a co-pilot and mechanic on projects that included the Mercury, Gemini and Apollo programs. He joined American Airlines in 1965 and retired in September 1998 with 33 years of service piloting many different modern airliners.

In 1965, he also founded Virginia Aviation Company that now includes The Wright Experience. The company has a long list of honors for restorations that are found in many museums-



Ken Hyde of The Wright Experience was the featured speaker on National Aviation Day in Kill Devil Hills.

ums throughout this country including the National Air and Space Museum and several military museums. It was his staff's reputation of excellence and Ken's interest in the Wright brothers that landed him a contract with the Experimental Aircraft Association (EAA) to reconstruct the 1903 Flyer that is to be a main

attraction in the December 17, 2003 100th celebration at the Wright Brothers National Historic Site in Kill Devil Hills. A highlight of that program will be the attempt to actually fly the machine at 10:35 A.M. We'll bring more on this subject in future newsletters as we begin the countdown to 2003.



Only 8 years after the Wright brothers' historic flight, Clyde Cessna sat in his Queen monoplane, dubbed the Silverwing, teaching himself to fly on the

## Cessna, Aviation Pioneer

By Lisa Holian

salt flats near Enid, Oklahoma. He had a plan, and he had a lot to learn.

Clyde Cessna had just sold his automobile business and traveled to New York City where he spent a month learning the rudiments of aviation at the Queen Aeroplane Company. Purchased without an engine, Cessna spent \$7,500 for his first plane designed after the Bleriot XI. It was originally built for John B. Moisant, a highly regarded pilot, who had recently died in New Orleans.

In spite of the incredible risk, Cessna shipped the plane to Enid. Once installed with a two-stroke, four-cylinder engine, and after teaching himself to fly, his plan was to perform on July 4th in front of a paying audience. His flights were no more than a few hundred feet, in a straight line; still, he thought the monoplane was "showier" than the more familiar biplane. Although hugely disappointed over the

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# Curiosity:

## THE FIRST OF THE WRIGHT'S 12 SUCCESS CHARACTERISTICS

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By Jim Meisner, Jr.

*(This is the second in a series of articles about the success characteristics of the Wright brothers.)*

"We were lucky to grow up in an environment where there was always much encouragement to children to pursue intellectual interests; to investigate whatever aroused curiosity," Orville Wright said of his childhood. "In a different kind of environment, our curiosity might have been nipped long before it could have borne fruit."

Young Will played with a child's toy helicopter, and as he grew older, his curiosity about flight never diminished. He studied birds and read books on ornithology. In the newspaper, he followed the gliding successes and final failure of Otto Lilienthal. Wilbur also always maintained his curiosity with what was called the "flying problem."

Many of us are not fortunate enough to have grown up in an environment that nurtured our inherent inquisitiveness. Our curiosity never took flight. For most of us, our curiosity was "nipped long before it could have borne fruit."

Sadly, our society tends to celebrate and reward curious people only in hindsight. As curiosity emerges, it's usually discouraged rather than encouraged. "Curiosity killed the cat," is a common admonishment that squelches curiosity.

Because most of us are socialized not to be curious, and to let our questions go unasked, redeveloping our curiosity takes time and effort. Because curiosity comes naturally to nearly all beings - from bears to dogs to six-year-olds - an important key to redeveloping curiosity is to simply allow it to exist freely.

The next step is allowing your curiosity to lead you to wondering. Too many of us stopped wondering a long time ago. We are simply too busy, too scared, or too discouraged to be curious and to wonder.

Practice wondering like Wilbur did, by observing the world around you. Focus your curiosity on the things you want to accomplish. You literally don't need to reinvent the wheel, the airplane, or the light bulb. But by being curious, like the Wright brothers, you can begin to make changes. And that curiosity-driven change will lead to more choices and opportunities.

If we exercise our curiosity as children, like the Wrights, or learn to develop it later in life, like the Wright brothers, we are laying a foundation that will eventually bear the fruit of success.

Contact Jim at [thewrightway@www.com](mailto:thewrightway@www.com)

CESSNA--  
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gate receipts, which amounted to \$40, Cessna continued to practice on the salt flats. By August he could manage flights of two or three miles at an average altitude of 50 feet.

Turning the plane was another story. With little understanding of the forces around him, an already obsolete wing-warping system, and unpredictable winds, he lost control of the craft and managed to jump out of the cockpit just before the plane crashed.

Uninjured and undaunted, Clyde Cessna and his brother, Roy rebuilt and improved the plane. The result was another crash and a broken wing. But by December of 1911, he tried again and completed his first truly successful flight when he flew five miles in 7 minutes including several turns. During the next two years Cessna was to fly many exhibitions and earned \$100 to \$300 per flight. Repairs were a fact of life, but the brothers were relentless about making improvements. Cessna learned; he had vision. He believed the days of exhibition flying were numbered.

Cessna began to build planes. In 1916 with the support of a few local businessmen, Cessna opened the Cessna Aeroplane Exhibition Company, an aircraft factory and flying school in Wichita, Kansas. They built two aircraft, one a two-seater to carry paying passengers. The following year the United States entered World War I, Cessna hoped to build recon-

naissance aircraft and operate a flying school but was refused. With so much focus on the war and fuel rationing, interest in the school dwindled and the brothers closed the company.

In 1924, Cessna engaged in the successful manufacture of biplanes with Lloyd Stearman and Walter Beech. His love of monoplanes prevailed however and in 1927, Cessna left his position as president, sold his stock in the company, and founded Cessna Aircraft Company with partner Victor Roos in Wichita, Kansas. During this period he built the Phantom, a high-wing, full-cantilever aircraft featuring a 90-hp radial engine that carried three people. Cessna's dream was finally realized with famed pilot Johnny Livingston winning every race he entered in Cessna's racer, but his happiness was short-lived. The death of his dear friend, Roy Liggett, in his other racer, and the hardships presented by the Great Depression, overwhelmed Cessna. He retired to his Kansas farm.

In 1934 his nephews, Dwaine L. and Dwight Wallace, resurrected the Cessna Aircraft Company. Although Cessna never participated in the new company, his gumption and determination remain the hallmark of the one the most successful aircraft manufacturers in the world. He died in 1954.

This December 17th when the First Flight Society and the National Park Service celebrate the anniversary of the first powered flight at the Wright Brothers National Memorial in Kill Devil Hills, aviation pioneer Clyde Cessna, will be inducted into the First Flight Shrine.

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## 1903 Club

Wright Flight, a non-profit corporation out of Tucson, Arizona has been motivating young people for over 15 years. Wright Flight has been recognized by the White House, in the halls of the U.S. Congress, and by the General Aviation Manufacturer's Association for its outstanding efforts in bringing the world of aviation and aerospace to young children, many of whom come from at-risk or deprived backgrounds.

Wright Flight has been recognized by the First Flight Society as the only official educational outreach program that commemorates the Wright brothers' first historic flight in 1903.

Persons who make a \$1,903 tax deductible contribution to Wright Flight Inc. will be sponsoring the flyday expenses for young people graduating from the unique and inspirational Wright Flight program.

First Flight Elementary School in Kill Devil Hills is the first school in the state of North Carolina to offer the Wright Flight program to all fifth grade students.

Long-time Wright Flight instructor Bob Scheuneman has moved from Arizona to the Outer Banks where he has become a counselor at First Flight Elementary School and continue his work with Wright Flight.

Sponsors of the 1903 club receive an official Air Force Leather A-2 Jacket, the same jacket worn by the Top Gun Air Force fighter pilots of World War II and Desert Storm. FFE Principle Everett Walterhouse has become a member of the 1903 Club. Help keep the dream alive by helping Wright Flight soar.

Interested persons may contact Bob Scheuneman at First Flight Elementary School by calling 252-441-1111.

# Dayton Unveils Plans for July 2003 Celebration



Ohio Monument to the Wright Brothers

"Inventing Flight: The Centennial Celebration" announced an action-packed extravaganza that will take place throughout the entire Dayton Region from July 3-20, 2003, encompassing most of Dayton's rich aviation and cultural assets.

Kicking off with a Gala Opening Ceremony on the evening of July 3rd, Inventing Flight will partner with the City of Dayton's Independence

Day celebration to create a monumental tribute to Dayton and the Wrights combining fireworks, music, light and sound.

The next day will begin the Living Heritage program, scheduled for July 4th-20th produced by Carillon Historical Park and planned for all four of the sites of the Dayton Aviation Heritage National Historical Park. Living Heritage will recreate the ambiance of turn-of-the-twentieth-century Dayton, giving visitors the sense of the excitement of Dayton when the Wrights and Paul Laurence Dunbar were most prolific. The first weekend, July 4th-6th, will feature the CITY-FOLK Festival, titled "Inventing America", providing entertainment from some of America's most innovative artists.

A Hot Air Balloon Festival is also scheduled that weekend with the launching of 100-200 hot air balloons from the grounds of the U.S. Air Force Museum.

The second weekend, July 11th-13th, will see the largest gathering of blimps in one place since World War II at the International Airship Meet also on the Museum grounds. For additional entertainment, visitors can go to the Dayton Black Cultural Festival, which will pay tribute to the Tuskegee Airmen. Spectators can immerse themselves in a wide variety of cultural activities including workshops, music and dance performances and ethnic art pieces from around the world.

The final week will see a flurry of activity. The International Symposium on the 100th Anniversary of Flight, hosted by the American Institute of Aeronautics and Astronautics and the International Council of the Aeronautical

Sciences, will take place at the Dayton Convention Center from July 14th-17th. The National Aviation Hall of Fame ceremonies will see a welcome back to Dayton of all of the living enshrines—a veritable "who's who" of aviation history. And finally, the Dayton Air Show will round out the special events with a show that is twice as large as it has ever been—scheduled for four consecutive days, from the 17th-20th.

To tie together all of these regional activities, Inventing Flight will stage "Celebration Central" at Deeds Point in downtown Dayton. From July 3rd-20th, "Celebration Central" will provide vital services to visitors, including information, ticketing and a transportation hub. As the "Main Street" of the entire celebration, it will also provide entertainment and education, including special musical productions, "edutainment" pavilions themed on flight, a children's area, street entertainment and more.

Inventing Flight of Dayton, Ohio is very excited about the quality of the program and in keeping with their self-imposed agreement with North Carolina not to interfere with that state's planned December 2003 celebration of the first-powered flight, aviation affectionados from around the world will have an opportunity to visit both states during 2003 for a "once in a lifetime" experience.

*The editors wish to thank Madeline Iseli, Cyndi Roberson and Inventing Flight for providing information for this article.*

## Schedule of Events 2001

### Oct. 22-25

International Symposium on Flight, Raleigh, NC. Contact 919-515-2261 or [www.firstflightnc.com](http://www.firstflightnc.com) (select symposium).

### Dec. 16th

12:30 pm—FFS Board of Directors Meeting, Dare County Regional Airport, Manteo.

3:00 pm—AFA NC State Executive Meeting and Kitty Hawk Chapter, Comfort Inn South, Nags Head.

7:00 pm—Man Will Never Fly International Annual Meeting and Banquet, Comfort Inn South, Nags Head. Reservations, tickets \$35 per person, contact Jim Dadson, ph. 757-428-1822 or 757-437-0544.

### Dec. 17th

9:00 am—98th Commemoration of the First Powered Flight, Wright Brothers'

National Memorial, Kill Devil Hills, with Clyde Cessna Induction to First Flight Shrine and 10:35 am Fly-over. For more information call 252-441-7430.

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.

### Dec. 3rd-31st

9th Annual Icarus International Art Exhibition and Competition at Glenn Eure's Ghost Fleet Gallery and Seaside Art Gallery. For more information contact [www.icarusinternational.com](http://www.icarusinternational.com) or phone 252-441-6584.

## The Flyer is a Newsletter of The First Flight Society

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# Building a New Monument Brick by Brick

On December 17, 2003 a new monument commemorating aviation's first century will be unveiled. Icarus International Inc., a nonprofit organization established in 1993 to celebrate flight through the arts, is spearheading this project. The Monument to a Century of Flight is endorsed by the First Flight Centennial Commission, the First Flight Society, the Town of Kitty Hawk, the Outer Banks Visitors Bureau, the Dare County Commissioners and many other aviation enthusiasts.

Outer Banks artist Glenn Eure, in collaboration with acclaimed sculptors Hanna Jubran and Jodi Hollnagel of East Carolina University, are responsible for the monument's design. Fourteen pylons, from 8 feet to 18 feet high, with one side flat and one side curved, are arranged in a pattern resembling an orbit, the circumference of which is 120 feet, the distance of the brothers' first successful flight. Each pylon's curved side correlates with the foil of the original Wright Flyer's wing, while the flat side showcases a black granite panel inscribed with significant aviation accomplishments. At the monument's center will be a bronze medalion, artistically conveying a significant centennial message. The monument's base will be

paved with more than 6,000 engraved bricks.

Committee members are currently researching historic events to be engraved on the monument's granite panels. Enlisted members include Wynne Dough, former curator of the Outer Banks History Center; Dr. Tom Crouch, senior curator of the Division of Aeronautics at the Smithsonian Air and Space Museum; and Dr. Tom Parramore, professor emeritus, Meredith College.

Concerted fund-raising efforts are under way and construction is estimated to begin in June 2003, with a targeted completion date of December 2003.

The monument's building site is state-owned public land adjacent to the Aycock Brown Welcome Center in Kitty Hawk. It will be the first major landmark visible to visitors coming to the Outer Banks via the Wright Memorial Bridge. The site will be maintained as a public monument, not subject to any admission charges. Parking, restroom facilities and visitor information are all easily accessible at the welcome center. The Outer Banks Visitors Bureau maintains the special exhibits at this site.

It is Icarus International's intent to fully support this project through a combination of

public and private donations. In addition to fund-raising through the sale of engraved paving bricks, sponsorship is available at several levels, from both private and public sectors:

Barnstormer . \$25,000

Global Pilot . \$50,000

Star Voyager . \$100,000

Each sponsor will be appropriately recognized through special engraved benches and granite pavers designed to enhance the overall monument design.

## 6,566 BRICKS

An invitation is extended to the larger world community of aviation enthusiasts and local community supporters to make a contribution of \$100 per engraved brick, and provide the text of personal names, special dedication, tributes, etc. of up to 2 lines of a total of 18 characters/spaces per line. (This includes punctuation marks.)

This opportunity creates a special and lasting gift. Please indicate on the form if this is a gift for another person, and we will send the donor a gift card.

Contact [www.icarusinternational.com](http://www.icarusinternational.com) or call 252-441-6584 to buy a brick.

## 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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