



Flightlines

The Centennial of Powered Flight (1903-2003)

December 17, 1903 - The Day Man First Flew

This article is 3rd in a series of historical focus stories to commemorate the Centennial of Powered Flight, offered only in ODA FLIGHTlines, during 2003.

When Thursday, December 17, 1903 dawned, no one knew it would go down in history as a day when a great engineering feat would be accomplished.

The day was bitter cold. Winds pushed 22-27 m.p.h. from the north. Ice glazed the puddles on the ground. Orville and Wilbur Wright waited indoors, hoping the winds would diminish. But the gales continued – so at 10 o'clock in the morning, the brothers decided to attempt flight, fully aware of the difficulties and dangers associated with flying their relatively untried machine in so high a wind.

Indeed, the winds were almost too gusty to launch the machine at all. But the Wrights hypothesized that the added dangers would be balanced, in part, by the slower speed in landing that would result from flying into stiff winds. The persistent winds also enabled launch of the flying machine right from the short starting track on level ground, rather than requiring an arduous climb to the top of a dune.

By mid-morning, the brothers signaled the crew at nearby Kill Devil Hills Life Saving Station that a new round of trials were about to

begin. The Wrights took their machine out of the hangar and laid the 60-foot starting track on a smooth stretch of level ground in a south-to-north direction, less than 100 feet west of its hanger and more than 1,000 feet north of Kill Devil Hill. This location was ideal because the ground had recently been covered with water and was now



Wilbur & Orville Wright

level enough that the track could be laid with little preparation.

Just as the brothers were about to fly their machine, John T. Daniels, Willie S. Dough and Adam D. Etheridge - personnel from the Kill Devil Hills Life Saving Station - arrived. With them came William C. Brinkley of Manteo and John Moore, a boy from Nags Head.

The right to the first trial flight on December 17th belonged to Orville. (Wilbur had used his turn in their unsuccessful attempt on December 14th.) Orville put his camera on a tripod before climbing aboard the machine and showed Daniels how to snap a photo when the machine flew directly in front of the camera.

After running the engine and propellers for a few minutes, at precisely 10:35 a.m. Orville commenced take-off. He lay prone on the lower wing, his hips resting in the cradle that operated the control mechanisms. He released the restraining wire, and the machine traveled slowly down the starting track at a mere 7-8 m.p.h., due to the force of the headwind. In fact, the wind made the take-off speed so slow that Wilbur was easily able to run alongside to hold the right wing and help balance the machine on its track. After traveling 40 feet, the flying machine took off. As it rose 2 feet above ground in front of the camera, Daniels snapped his famous photo-graph of the conquest of the air. (This photo appears on pg. 7 of Spring *FLIGHTlines*.) The plane then climbed an additional 10 feet into the sky, with Orville struggling to keep it from rising too high too quickly in the irregular, gusty winds.

Buffeted by the strong headwind, the plane's course was erratic, rising quickly those first 10 feet. It then suddenly darted much too close to the

(story continued on page 7)

Flightlines is an official publication of the Oregon Department of Aviation. The intent of *Flightlines* is to keep the aviation community and others informed of developments in aviation, as well as aviation events across Oregon. Circulation is 7,000 copies.

Oregon Department of Aviation was founded in 1921 as the first government aviation agency in the United States. The Department is dedicated to developing and improving Oregon's aviation system. ODA's goals include:

- developing aviation as an integral part of Oregon's transportation network,
- creating and implementing strategies to protect and improve Oregon's aviation system,
- encouraging aviation-related economic development,
- supporting aviation safety and education, and
- increasing commercial air service and general aviation in Oregon.

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Ann B. Crook, CM

Flightlines Editor
Carolyn R. Bolton

The State Aviation Board consists of seven members appointed by the Governor and confirmed by the Oregon Senate. The Board provides policy direction to the Director and the Department.

Members of the State Aviation Board:
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Comments and suggestions about *Flightlines* are welcome. Printing of articles submitted independently is subject to available space and editorial review. All comments or submissions should be directed to:

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<http://www.aviation.state.or.us>

The Director's Desk



by Ann Crook,
Director

Oregon airports take note: **GRANT FUNDING IS AVAILABLE!** In an interesting turn of events at the Capitol, our Financial Aid to Municipalities (FAM) Grant Program has enjoyed a windfall.

Since the first of the year, Governor Kulongoski has been cutting state budgets in an effort to reduce the growing budgetary deficit. Across-the-board cuts have included things like salary cuts, wage freezes, restricted travel, restricted state sponsorship of conferences, no purchase of refreshments for State meetings, no color printing, no new computer hardware or software, and no new office equipment purchases. In some cases hiring freezes are in place and jobs have been eliminated. Inflation adjustments which had been built into the new budget were deleted. Some of these cuts have had direct impacts on the Department of Aviation and others have not. But the cuts have also reduced the budgets of other agencies from whom we buy services. Since the cost of providing these services was reduced, our cost to purchase the services was also reduced.

Since ODA is funded through aviation user fees which are dedicated to an aviation-only account, our agency savings can't be used to offset the State's general fund deficit. So, as the results of all the cost-

cutting measures came in, we ended up with more aviation funds to spend in the next biennium (July 2003 to June 2005). We now have approval to build T-Hangars on a state-owned airport and – the big news – we have increased the FAM Grant Program **DRAMATICALLY**. Our formerly \$300,000 program has blossomed into a \$650,000 grant program. At this level of funding, we can really start to fund some good projects at Oregon's airports. We are developing new program guidelines to increase the eligibility for these funds. Teddie Baker is the manager of the FAM Grant program and can be reached at (800) 874-0102.

On July 1st, the Oregon Department of Aviation will celebrate its third anniversary as an independent state agency. Prior to being granted independent agency status in 2000, our FAM Grant program didn't even exist. Neither did the Statewide Airport Pavement Maintenance Program, which is currently funded at about \$1 million per year, nor the Federal Non-Primary Airport Entitlement Program, which provides federal grants to airports under AIR-21.

We have seen dramatic improvements in the condition of Oregon's airports thanks to these three programs, and the bolstering of the FAM program will help even more.

Not bad for three year's work, don't you think? ■

Oregon Aviation Calendar

JULY

- 1-3 Orcas Island Annual Fly-In**, Pancake Breakfast & Dinner, Washington Pilots Association. Camping on the field; easy walk into town. Info: Jim Newland, (360) 376-2696.
- 3-20 Inventing Flight – Celebration Central at Deeds Point**, Dayton, Ohio. Info: www.inventingflight.com
- 5-6 Pilots Pancake Breakfast, Polk County OPA Chapter**, Independence Airport. Adults \$5, children \$2 (under 10) - public invited. Info: Dennis Jackson, (503) 838-4746.
- 8-9 McCall 17th Annual Family Fly-In**, McCall, ID. A great event with 20 safety and info seminars, camping on the field, volunteer flight instructors for practice back country flying, food booths and more. Info: (208)-344-8775.
- 8-10 41st Abbotsford International Air Show**, British Columbia. Canadian Snowbirds performance, camping on field. Info: Season Roy, (604) 852-8511.
- 8-13 The 99's 2003 International Conference: "The Second Century of Flight"** Huntsville, Alabama. Info: Lisa Cotham at lisacot@earthlink.net
- 9-13 Northwest EAA Fly-In and Sport Aviation Convention**, Arlington, WA. Info: flyin@nweaa.org or (360) 435-5857.
- 14-17 "The Next 100 Years" Internat'l Air Space Symposium and Exposition**, Dayton Convention Center, Dayton, OH. Info: www.aiaa.org/Dayton2003 or Howard O'Brien, Jr. at (800) 738-4424 or howardo@aiaa.org.
- 18-20 Summer Cottage Grove Fly-In and Annual Meeting**, Oregon Antique and Classic Aircraft Assn. (camping on the field). Info: Bill Austin at baustin@wizzards.net
- 19-20 14th Annual Fly-In at Prospect State Airport**, sponsored by Prospect Search & Rescue. BBQ Saturday, breakfast Sunday. Camp at the airport or stay at Prospect Hotel. Info: (541) 560-3647.
- 23 State Aviation Board Meeting** in Burns, estimated time 9:30 a.m. to 5:00 p.m. (location TBD). Info: Carolyn Bolton, Oregon Dept of Aviation, 800-874-0102 X223.
- 23 Burns Aviation Town Hall**, sponsored by Oregon Dept of Aviation, 7:00 p.m. (location TBD). Info: Carolyn Bolton, 800-874-0102 X223.
- 26 Young Eagles Flights**, Troutdale, EAA Chapter 902. Info: Robin Brooks, (503) 631-7273 or rvjaab@ccwebster.net
- 29-Aug 4 Oshkosh Fly-In**, www.airventure.org

AUGUST

- 14 Oregon Trail Flight Reunion**, Oregon Flying Farmers. Info: (503) 838-3249.
- 15-17 44th Annual Antique Aircraft Fly-In**, McMinnville Airport. Sponsored by the Northwest Antique Airplane Club (NWAAC). Info: Carmen Eastman (360) 892-1817 or eastmen123@aol.com

AUGUST (cont.)

- 15-17 Northwest Art and Air Festival**, Albany. Model and vintage aircraft display, radio-controlled plane demo, much more! Free lunch for pilots who fly-in more than 25 miles; free flights for children/youth under 17. Hot air balloon night glow and fireworks Friday night. Art show and sale, free Christopher Cross concert Saturday night. Free camping at airport for pilots. Info: Irene at (541) 917-7636 or go to www.nwartandair.org
- 20-21 Classic Wings Over Olymppia**, Olympic Flight Museum. Info: (360) 705-3925.

SEPTEMBER

- 6 Annual Fly-In Breakfast at John Day's Grant County Regional Airport**, served 7:30-10:30 a.m. @ \$5 per plate. Activities include powered parachute, ultralight and skydiving demonstrations, a candy drop for the kids, and flour bombing competition for pilots. Free helicopter and airplane rides available throughout the morning.
- 13 Young Eagles Flights**, Mulino, EAA Chapter 902. Info: Robin Brooks, (503) 631-7273 or rvjaab@ccwebster.net
- 17 State Aviation Board Meeting** in Klamath Falls (location TBD). Info: Carolyn Bolton, Oregon Dept of Aviation, 800-874-0102 X223.
- 20-21 Oregon International Airshow - Hillsboro - "100 Years of Flight" in America**. This will be the 16th year for the Hillsboro Airshow, now under new ownership as a new 501 (c)3 non-profit. In addition, this will be a celebration of the 75th anniversary of the Hillsboro Airport. From antique aircraft and warbirds and experimental aircraft on static display, right up to the best and fastest in the air. Saturday twilight night show, Sunday regular day show. Info: Executive Director Judy Willey, willeyjl@attbi.com
- 27 Open House - Astoria Airport and U.S. Coast Guard**, sponsored by the Port of Astoria. Info: Donna Lounsbury, (503) 325-4521.

Recurring

Monthly, first Saturday: EAA 105 Blueberry Pancake B'fast. Stark's TwinOaks Airpark; 8-10 am.

We would love to include your aviation event in our calendar! If your group is sponsoring an aviation-related event anytime between September 5th and December 31st, 2003, please submit that information (in format similar in length and content to that found on this page) to Carolyn Bolton at ODA no later than August 4, 2003 for the Fall 2003 publication. Send via e-mail to Carolyn.R.Bolton@state.or.us, fax to 503.373.1688, or via mail to Carolyn at Oregon Department of Aviation, 3040 25th Street SE, Salem, OR 97302-1125.

WE HOPE TO HEAR FROM YOU!

From the State Aviation Board



by
Jack Loacker
Member from
Portland

The State Aviation Board and the Oregon Department of Aviation, in an effort to better serve the interests of the aviation community throughout the State of Oregon, has decided to examine its policies regarding State ownership of airports. It is the desire of ODA to optimally allocate state and federal resources for airport maintenance and development on a statewide basis, treating all airports equitably, regardless of ownership. With this in mind, what should be the State's role in owning and operating airports and at the same time providing for the needs of all airports throughout the State?

Presently, no formal policy guidelines exist regarding the acceptance of ownership of a new airport by the State or the divestiture of a State airport. The principal questions surround the factors that should be considered when a community, city or port district wishes to assume ownership of a State-owned airport or when a city or local municipality wishes the State to assume ownership and the responsibility of managing their airport.

In order to provide guidance to the Department and to provide for input from the aviation community, the State Aviation Board has authorized the formation of an Airport Ownership Task Force. This Task Force will be composed of two to three Board members, a representative from the Oregon Department of Aviation, and the remaining participants representing aviation organizations throughout the State of Oregon, for a total of approximately ten members. Potential members could be appointed from organizations such as the Oregon

Pilots Association, Oregon Aviation Alliance, Oregon Airport Managers Association, or other aviation related organizations throughout the State. It is anticipated that the Task Force will be composed of a variety of interests with geographic diversity.

The end result, it is hoped, will be recommendations to the Oregon Department of Aviation regarding its role in State ownership of airports, ideas for guidelines regarding questions of accepting or divesting ownership of airports and thoughts in how best to allocate resources among all airports. The bottom line, as always, will be the continued operation and preservation of all airports in Oregon. ■

STATE AVIATION BOARD 2003 MEETING SCHEDULE:

July 23rd - BURNS

**September 17th -
KLAMATH FALLS**

November 19th - PENDLETON

2003 Oregon Airports Directory - Available NOW!



The 2003 Oregon Airport Directory is now ready for distribution to the public. To defray the cost of full-color aerial photography, a mere \$8 per copy will be charged. You may acquire your own copy of this exciting product by :

- visiting the Department of Aviation's office in person to pay by cash or check and carry your copy home on the spot; or
- requesting your copy(ies) by mail by writing to Doris Travis, Oregon Department of Aviation, 3040 25th Street SE, Salem, OR 97302-1125. Be sure to enclose your \$8 check payable to "Oregon Department of Aviation" in your envelope.

Questions? Contact Doris Travis at the Department of Aviation, 1-800-874-0102. ■

Pavement Maintenance Program (PMP) Projects Approved

At their May 2003 meeting, the State Aviation Board approved staff recommendations for ODA's Pavement Maintenance Program (PMP). The PMP Program divides the state into three geographic regions and then addresses pavement maintenance by region, on a rotating annual basis that repeats every three years. This year's program includes pavement maintenance work at 11 airports in the Southern Region.

Several types of pavement maintenance work are planned at this year's participating airports, including asphalt crack sealing, shallow and deep asphalt concrete patching, fog sealing, slurry sealing and pavement remarking. ODA has entered into a five-year Architectural & Engineering (A&E) contract with the firm W&H Pacific to provide engineering design and construction management administration for the PMP Program. ODA has plans to expand the PMP program in the future so that it includes not only the basic maintenance processes listed above, but pavement overlays as well.

Partial funding for the PMP Program comes from jet fuel and aviation gas taxes. Each airport receiving PMP assistance is required to contribute a local match that ranges from 5 percent to 50 percent, based on the airport's category as listed in the Oregon Aviation System Plan. All but one of the 2003 recipients are Category 4 airports, which require a 10% match. The sole Category 2 airport chosen to participate this year is obligated to contribute a 25% match.

Ashland Municipal Airport will receive assistance with crack seal, asphalt concrete patching and slurry seal at a contract cost of \$178,735.

Bandon State Airport will receive crack seal, asphalt concrete patching and fog seal costing \$37,685.

Brookings Municipal Airport has been allocated \$35,668 for fog seal.

Cottage Grove State Airport will also receive fog seal, at a cost of \$26,880.

Creswell Municipal State Airport will undergo work for crack seal, asphalt concrete patching and slurry seal totalling \$155,536.

Florence Municipal Airport will also receive crack seal, asphalt concrete patching and slurry seal with assistance in the sum of \$106,400 from the PMP Program.

Gold Beach Municipal is scheduled for crack seal, asphalt concrete patching and slurry seal with its allocation of \$175,743.

Grants Pass will receive contract services costing \$111,527 for crack seal, asphalt concrete patching and slurry seal.

Illinois Valley is scheduled for both crack seal and slurry seal, carrying a cost of \$33,508.

Roseburg Regional Airport (Category 2) will provide 25% match for the \$285,255 in PMP Program funding it will receive for crack seal, asphalt concrete patching, slurry seal and fog seal.

Sunriver Airport is scheduled to receive fog seal and slurry seal costing \$20,689.

Estimated PMP project costs this year include \$1,008,007 in state aviation fuel tax revenue and \$159,551 in local matching funds - for a total of \$1,167,629. Project design is currently underway. It is anticipated that construction bid openings will occur in mid-July, with construction to be completed by October 2003.

If you have any questions regarding this year's PMP project or any of the work elements or associated costs, please contact Teddie Baker at (503) 378-8689, Ext. 234. ■

NEW WEB PAGE

Have you visited the Department of Aviation web page recently? If not, you haven't experienced the new, easy-to-navigate design. Check it out TODAY, at <http://aviation.state.or.us>.

This web redesign was based on several core considerations - but the predominate focus was our determination at the Department to ensure that our web content is of suitable quality to serve YOUR needs and interests. In addition, it is our commitment to maintain our web content with as high a level of freshness, consistency, user-friendly attributes, and up-to-date information as possible.

If you have any thoughts or suggestions after visiting the web page, please contact Carolyn Bolton, 800-874-0102 ext. 223 or Carolyn.R.Bolton@state.or.us. Your feedback and suggestions are welcome. ■

2003 Legislative Update

Legislative session is nearing its scheduled conclusion. Bills of interest to Oregon's aviation community have achieved varying levels of disposal. (Text of each of these bills can be found at <http://www.leg.state.or.us/03reg/measures/main.html>.)

SB5503A - The Dept of Aviation's proposed budget bill for the 2003-2005 biennium was approved with a minor amendment related to Oregon Emergency Management.

SB5004 - This successful bill related to ODA's budget and approved changes to airport access fees in accordance with recently adopted Administrative Rules.

HB2454A successfully expanded tax exempt status to airport property owned or leased by airport districts.

HB2173 was ODA's bill targeting increased compliance with Oregon statutes on aircraft and pilot registration. It passed in the House, but died in the Senate.

SB678 and **SB688** together sought to transition pilot and aircraft registration to a 3-year cycle. (Renewals currently take place on a 2-year cycle.) These tandem bills passed in the Senate but died in the House.

HB2294 sought to make it a crime of Criminal Trespass 2 to enter onto private property and fly a model aircraft below FAA airspace. This bill died very early in session and only received a first reading in the House.

HB2556 proposed a state sales tax (that included tax on sale of an aircraft), but was soundly defeated. ■

Update on State-Owned Airports

The Department of Aviation will oversee seven construction projects throughout Oregon during Summer 2003. Due to generous grants from the FAA, our State-owned airports will benefit by the following improvements:

Condon State Airport (Gilliam County): Major rehabilitation including taxiway reconstruction, apron expansion, new agricultural apron with security lighting, and six other individual project tasks. In all, the 2003 construction will provide needed improvements to Condon State Airport, allowing the agricultural users of Gilliam County to enjoy a safe, updated airfield.

Joseph State Airport (Wallowa County): Parallel taxiway, PAPIs, REILs, lighting and marking.

Aurora State Airport (Marion County): Security fencing.

Lebanon State Airport (Linn County): Security fencing, gating, and access road improvements.

McDermitt State Airport (Malheur County): Runway surface overlay.

Chiloquin State Airport (Klamath County): Access road reconstruction and security fencing.

Wasco State Airport (Sherman County): Expansion of apron, security gating, and relocation of beacon.

We encourage pilots throughout Oregon to visit these airfields whenever possible. Please remember that ODA will have closure periods and NOTAMs will be issued during the construction period.

FUEL IS NOW AVAILABLE AT JOSEPH STATE AIRPORT. ODA is pleased to advise that onsite fuel is now available at the Joseph State Airport. Both Chevron 100LL and Jet A are available via cardlock 24 hours a day. All major credit cards are accepted. There is also a free shuttle service into Joseph. For more information contact Ray Potter at 541-432-3125. ■

Aviation Town Halls Draw Crowds

The Department held two successful Aviation Town Halls in the Willamette Valley during Spring 2003. Due to a variety of considerations related to the 2003 Legislative Session, ODA staff needed to stay close to home for these events - so the following venues close to Salem were selected.

The Albany Town Hall in March saw a standing-room-only crowd at Reliant Aviation on the Albany Municipal Airport. Folks attended from Lebanon and Corvallis, as well as - of course - Albany and the surrounding vicinity. Staff presentations were well received and vivacious interactions followed/

May's Aviation Town Hall was unique in that it was the first to be convened in a community with a state-owned airport - Independence. Representatives from the various airpark homeowners associations attended, as well as several from aviation devotees from Independence and nearby Salem. ■

ground for comfort. A sudden erratic drop toward the ground after flying 120 feet from take-off ended the first successful flight rather unexpectedly. Damaged slightly from the impact, on-site repairs were necessary to enable the aircraft to fly again. Yet during its first test, the machine had been airborne for 12 seconds, traveled at a groundspeed of 6.8 m.p.h. and reached airspeed of 30 m.p.h.

In the words of Orville Wright, "This flight lasted only 12 seconds, but it was nevertheless the first in the history of the world in which a machine carrying a man had raised itself by its own power into the air in full flight, had sailed forward without reduction of speed, and had finally landed at a point as high as that from which it started."

Then, with the help of the onlookers, the flying machine was returned to the track and prepared for another trial. Wilbur took his turn at 11:20 a.m., flying nearly 175 feet in about 12 seconds. He also flew an up-and-down course similar to the first flight, since he was also unfamiliar with the controls. The speed over the ground during the second flight was slightly faster than that of the first flight because winds were diminishing by mid-day. After a much more successful landing than Wilbur's, Orville helped carry the airplane back to the starting track to prepare it for a third flight.

At 11:40 a.m., Orville made the third flight, managing a steadier course than either of the two previous flights. Then an unexpected blast of wind from the side suddenly lifted the airplane more than 15 feet higher, turning it at an alarming angle. With the plane flying sidewise, Orville warped the wingtips to recover lateral balance and pointed the plane downward for immediate landing. The new lateral control was more effective than he expected. The plane not only leveled off, but the wing

that had been high dropped more than intended, striking the ground shortly before the plane landed. The third flight traveled nearly 200 feet in about 15 seconds.

Wilbur started on the fourth flight at noon that day. He flew the first few hundred feet on the now familiar up-and-down course, but about 300 feet from the take-off point he managed to bring the airplane under control. The plane flew a fairly even course for 500 additional feet, with little undulation. About 800 feet from the take-off point, the airplane commenced pitching once again and, in one of its darts downward, struck the ground. The fourth flight measured 852 feet with 59 seconds air time.

Wilbur remarked: "Those who understand the real significance of the conditions under which we worked will be surprised rather at the length than the shortness of the flights, made with an unfamiliar machine after less than one minute's practice. The machine possesses greater capacity of being controlled than any of our former machines."

The airplane was carried back to camp and set up a few feet west of its hangar. While the Wrights excitedly discussed the day's flights with the crew of onlookers from Kill Devil Hills, a sudden gust of wind shipped through the camp and tumbled the plane end over end, damaging it to the point that it was never flown again. Daniels - who had snapped the picture of the first flight - gained the dubious honor of becoming the first airplane casualty in history. He sustained minor scratches and bruises while caught between the wings of the machine as he attempted to stop it from rolling over. In Daniels' own words: "I found myself caught in them wires and the machine blowing across the beach heading for the ocean,

landing first on one end and then on the other, rolling over and over, and me getting more tangled up in it all the time. I tell you, I was plumb scared. When the thing did stop for half a second I nearly broke up every wire and upright getting out of it."

Toward evening that day, Bishop Milton Wright received this telegram from his sons: "Success four flights Thursday morning all against twenty-one mile wind started from level with engine power alone average speed through air thirty-one miles longest 57 seconds inform press home Christmas. Orville Wright." (In the transmission of the telegram, 57 seconds was incorrectly given for the 59-second record flight, and Orville's name was misspelled.) The Norfolk telegraph operator leaked the news to a local paper, the *Virginian-Pilot*, and the resulting story launched a series of false reports on the details of the December 17th flights.

The world took little note of the Wrights' tremendous achievement at that time. In fact, years passed before its full significance was realized. After reading the Wrights' telegram, the Associated Press representative in Dayton remarked, "Fifty-seven seconds, hey? If it had been fifty-seven minutes then it might have been a news item."

Three years after the first flight, an editorial appeared in the *Scientific American*, which included the following revelation that recognition of the significance of December 17, 1903, was only just beginning: "In all the history of invention, there is probably no parallel to the unostentatious manner in which the Wright brothers of Dayton, Ohio ushered into the world their epoch-making invention of the first successful aeroplane flying-machine.



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ODA Employee Updates



Charlie Riordan

Charles Riordan is the agency's new Senior Aviation Planner, bringing skills honed through an impressive career. He relocated to Salem from St. Louis, Missouri, where he worked as a commercial pilot for American Airlines flying MD-80 aircraft. He has lengthy experience aviation planning in Texas. Welcome, Charlie!

Jerry Eames retired from State service effective May 30, 2003. Jerry had been with the agency since September 1979, serving as Chief Pilot, Safety Officer and Airport Inspector. We will miss him very much. Good luck, Jerry!

Gary Viehdorfer made a lateral transfer from his former position as Senior Aviation Planner to fill the position vacated by Jerry Eames.

Angela Logan is our new Office Manager and Assistant to Director Ann Crook. Angela was previously employed with the Oregon Department of Justice. We're pleased to welcome her to the ODA Team. ■



Angela Logan