



BACKGROUND

For centuries, the secrets of heavier-than-air flight had eluded some of the world's greatest thinkers, including artist and inventor Leonardo da Vinci, German civil engineer Otto Lilienthal and French-born civil engineer Octave Chanute. Then, at the turn of the 20th century, along came bicycle mechanics Orville and Wilbur Wright from Dayton, Ohio, who unlocked the secrets of flight.

After years of failed attempts to achieve powered, controlled flight, Orville Wright successfully flew the brothers' 1903 Flyer on Dec. 17, 1903, at 10:35 a.m. on the sand dunes outside Kitty Hawk, N.C. It was a 12-second, 120-foot flight that changed world history.

EAA's Countdown to Kitty Hawk presented by Ford Motor Company is a centennial celebration of the Wright brothers' first powered flight — an innovation that forever changed our world. Led by EAA, presented by Ford Motor Company and supported by "Microsoft Flight Simulator" and Eclipse Aviation, this year-long series of inspirational events honors the innovation and determination it takes to make world-changing dreams a reality. Countdown to Kitty Hawk features an interactive touring pavilion and the world's most accurate 1903 Wright Flyer reproduction that will exclusively re-enact the Wright brothers' first flight at Kitty Hawk, N.C., on Dec. 17, 2003 — exactly 100 years later.

EAA's 1903 Wright Flyer will be the only reproduction to fly on Dec. 17, 2003, at Kitty Hawk — the site where our nation's dignitaries, government officials, top innovators and citizens will convene to celebrate 100 years of aviation and innovation.

Through a historic partnership, Ford Motor Company is driving the Countdown to Kitty Hawk initiative. In the months leading up to the re-creation of the first flight, EAA and Ford Motor Company will present a variety of exciting multimedia, educational, community and industry events including:

April 2 - 8, 2003	First stop of U.S. tour of EAA's 1903 Wright Flyer at Sun N' Fun EAA Fly-In, Lakeland, Fla.
June 13 - 16, 2003	Second stop of U.S. tour of EAA's 1903 Wright Flyer at Ford Motor Company's 100th Anniversary Celebration, Dearborn, Mich.
July 3 - 20, 2003	Third stop of U.S. tour of EAA's 1903 Wright Flyer at Inventing Flight Celebration, Dayton, Ohio
July 29 - Aug. 4, 2003	Fourth stop of U.S. tour of EAA's 1903 Wright Flyer at EAA AirVenture Oshkosh in Oshkosh, Wis.
Aug. 23 - Sept. 1, 2003	Fifth stop of U.S. tour of EAA's 1903 Wright Flyer at the Museum of Flight, Seattle, Wash.
Oct. 7 - 9, 2003	Sixth stop of U.S. tour of EAA's 1903 Wright Flyer at the National Business Aviation Association (NBAA) Convention, Orlando, Fla.
Dec. 13 - 17, 2003	Final stop of U.S. tour of EAA's 1903 Wright Flyer at First Flight Centennial Celebration in Kitty Hawk, N.C.

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Dec. 17, 2003

Re-enactment of Wright brothers' first powered flight at 10:35 a.m. as part of "The First Flight Centennial Celebration," Wright Brothers National Memorial, Kitty Hawk, N.C.

PROGRAM COMPONENTS

EAA's Countdown to Kitty Hawk presented by Ford Motor Company is the most elaborate celebration of aviation in the past 100 years. Its touring pavilion will be the centerpiece of Countdown to Kitty Hawk and likely the highlight of all activities associated with the 100th anniversary of flight. Major components of the pavilion will include:

- EAA's authentic 1903 Wright Flyer reproduction.
- Digital reproductions of Wright brothers' documents from the Library of Congress archives.
- Simulation cradles of the 1903 Wright Flyer developed by "Microsoft Flight Simulator."
- A theatre and live presentation area for actors to assume the roles of the Wright brothers.
- Exhibits on the history of Henry Ford and the Wright brothers.
- A Young Eagles area with hands-on activities for children, including pedal planes.
- Photo opportunities.
- Interactive and Web-based initiatives including a contest to select Eclipse Aviation's "Greatest Aviation Innovations of the First 100 Years." This will include the opportunity for the public to vote for the greatest aviation innovations of the past century, online and through the Countdown to Kitty Hawk Touring Pavilion in 2003.

The voting public will be eligible to win deluxe travel packages to the Wright Brothers National Memorial near Kitty Hawk and witness EAA and Ford Motor Company's re-enactment of the Wright brothers' first powered flight on Dec. 17, 2003.

- Encompassing revolutionary aircraft and major technical achievements, the 10 greatest aviation innovations selected by the judges are:
 - 1903 Wright Flyer - Pointed the way for all successful aircraft that followed it.
 - Douglas DC-3/Boeing 247 - The first modern airliners.
 - Jet Engine - The biggest advance in propulsion.
 - Sikorsky VS-300 Helicopter - Made vertical flight a reality.
 - Piper Cub - The plane that introduced thousands of people to the joy of flying and made "Cub" a synonym for small plane.
 - Boeing 747 - Proved industry skeptics who doubted there would be enough passengers to make the "big bird" profitable very wrong.
 - Controllable Pitch Propeller - Unlocked the key to getting full performance potential out of any engine.
 - Air Traffic Control (ATC) Technology - Introduced a unified system of air traffic control.
 - Learjet - Revolutionized business aviation and became synonymous with "business jet."
 - De Havilland Comet & Boeing Dash 80 - Set the performance benchmark for the jet airliners that followed.

Other components of the Countdown to Kitty Hawk program throughout 2003 include:

- The selection of two pilots, in conjunction with Countdown to Kitty Hawk partners, to fly the reproduction at the Wright Brothers National Memorial on the 100th anniversary of the Wright brothers' first powered flight. Four pilot candidates – Dr. Kevin Kochersberger of Honeoye Falls, N.Y.; Terry Queijo of Trappe, Md.; Ken Hyde of Warrenton, Va.; and Chris Johnson of Manassas, Va. – trained for the honor of re-creating that flight.
- Education programs such as a science-math-technology aviation program for teachers and students called Wild Blue Wonders and a touring hands-on aviation activity center for children at select cities.



KEY PLAYERS

EAA's Countdown to Kitty Hawk celebration is presented by Ford Motor Company (NYSE:F), and supported by Microsoft Corp. (Nasdaq: MSFT) and Eclipse Aviation Corp. All of these companies share the same passion for innovation as the Wright brothers did in their quest for flight.



ECLIPSE
AVIATION

Each partner brings unique strengths to the celebration.

EAA, the leader in recreational aviation, is a non-profit membership organization with more than 1,000 chapters and 170,000 members worldwide. EAA was founded as the Experimental Aircraft Association in Milwaukee, Wis., in 1953.

Ford Motor Company, the presenting sponsor of EAA's Countdown to Kitty Hawk, has played a major role in the history of aviation. Henry Ford founded Ford Motor Company in 1903 – the same year the Wrights realized their dream of flight. It was Ford and his son Edsel who put the nation on wings through their efforts to develop aircraft to serve the public, then building public confidence in their safety, reliability and necessity. The automaker's limited 2003 Lincoln Aviator Kitty Hawk Edition is the official vehicle of Countdown to Kitty Hawk.

"**Microsoft Flight Simulator**" has partnered with EAA to re-create a computer-generated and highly realistic aviation simulation of the historic 1903 Wright Flyer, which will provide the ultimate platform for experiencing the realism of simulated flight. The Microsoft 1903 Wright Flyer simulation will be a cornerstone piece of the traveling pavilion for EAA's Countdown to Kitty Hawk.

Eclipse Aviation, manufacturer of the Eclipse 500 jet, is a supporting sponsor of EAA's Countdown to Kitty Hawk. Eclipse Aviation has partnered with EAA to honor the 10 Greatest Aviation Innovations of the first century of flight.

The **Library of Congress** and **FLYING magazine** are partners of the program.

Additional details on the individual sponsors of Countdown to Kitty Hawk and their roles are included in this section.



The Leader In Recreational Aviation

The Experimental Aircraft Association (EAA)

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Since its creation nearly 50 years ago, the Experimental Aircraft Association (EAA) has been a grassroots home-builders' organization dedicated to guaranteeing access to the skies and the enjoyment of flight for all. Included in EAA's mission statement are four distinct goals: Protect the Right to Fly; Promote Access to the Dream of Flight; Preserve the Heritage of Flight, and Prepare for the Future of Flight. Given that, it was only natural that as the 100th anniversary of powered flight approached, EAA would take the lead in "celebrating and preserving" this country's rich and colorful aviation legacy.

Leading Countdown to Kitty Hawk

In September 2000, at a news conference in Washington, D.C., EAA announced its Countdown to Kitty Hawk program – a multi-faceted national initiative that celebrates the innovation and dedication of the Wright brothers, who officially became "the first homebuilders" when they soared above the sands at Kitty Hawk, N.C. The centerpiece of that program is EAA's 1903 Wright Flyer reproduction, which is part of a 24,000 square foot Countdown to Kitty Hawk pavilion exhibit currently undertaking a nationwide tour in 2003. The six-stop tour will culminate with the flight of EAA's Wright Flyer reproduction at precisely 10:35 a.m. on Dec. 17, 2003 at Kitty Hawk as part of the "First Flight Centennial Celebration" — exactly 100 years to the minute from when the Wright brothers made their historic flight in the first "homebuilt" machine.

In July 2001, EAA announced Ford Motor Company, which has long been associated with innovation and aviation history, as presenting sponsor of Countdown to Kitty Hawk. A year later, Microsoft "Flight Simulator" and Eclipse Aviation joined as supporting sponsors as well. In addition, EAA forged partnerships with the National Park Service, the Library of Congress, and *FLYING* Magazine to help create and promote its plans.

EAA: A Half Century of Aviation

In the first century of powered flight, aviation has spread its wings in many ways and many directions. From simple one and two-seat biplanes have sprung sleek corporate jets, huge commercial airliners, military bombers and fighters of awesome power and speed. During that time, recreational aviation has grown tremendously as well, so much so that today we see a variety of personal aircraft being piloted through the skies – including many types of home-

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builts and kit planes, small production aircraft, ultralights, restored “Warbirds” from the past, seaplanes, trikes, kites and even helicopters.

EAA AirVenture Oshkosh Fly-In and Convention

Once each summer, all these diverse elements of aviation come together to make up the world’s largest celebration of recreational aviation — the EAA AirVenture Oshkosh fly-in and convention. From its humble beginning a half century ago, AirVenture has grown into a week-long event that each July attracts more than 12,000 airplanes and 750,000 attendees to Wittman Regional Airport and the EAA Aviation Center.

In 2002, EAA AirVenture became even more special, as it marked the 50th time that aviation enthusiasts had gathered under the EAA banner, beginning the celebration of EAA’s 50th anniversary in January 2003. In the world of aviation, EAA stands alone, because during the last five decades no organization has played such a major role in the advancement of recreational aviation, and protecting the rights of its 170,000 members (and all flying enthusiasts) worldwide.

How Did It All Begin?

EAA was founded by the current Chairman of the Board, Paul H. Poberezny, who on Jan. 26, 1953, met with 35 other aviation enthusiasts at Milwaukee’s Curtiss-Wright Field to discuss forming a club to promote general aviation. Most of the planes those men flew were homebuilts or modified aircraft, classified as “experimental” by the Civil Aeronautics Authority (forerunner of today’s FAA). Thus, at that first meeting, a vote established the group’s name: the Experimental Aircraft Association.

Soon after, a newsletter called *The Experimenter* was published. It later evolved into EAA’s flagship publication *Sport Aviation*. Today, EAA publishes five magazines per month — *Sport Aviation*, sent to all EAA members; *Vintage Airplane*, distributed to members of the EAA Vintage Aircraft Association; *Warbirds*, distributed to members of the EAA Warbirds of America; *Sport Aerobatics*, distributed to members of the International Aerobatic Club, and *Experimenter*, designed for ultralight, light plane and homebuilding enthusiasts.

The first EAA Fly-In took place Sept. 12-13, 1953, in conjunction with the Wisconsin Air Pageant at Curtiss-Wright Field in Milwaukee. Twenty-two planes showed up for that historic first gathering, homebuilts with names like “Tater Chip,” “Belly Flopper” and “Little Audrey” that reflected the organization’s grassroots beginnings.

The Poberezny Family

Paul Poberezny was the first elected president of EAA, and for the first 11 years, Paul and Audrey Poberezny administered the fledgling organization in the basement of their Hales Corners, Wis., home as volunteers. Often, while Paul (who spent 30 years as a military pilot) was absent on missions, it was Audrey who handled the day-to-day operations in those early days.

Soon, the EAA convention became too big for its Milwaukee home and moved to Rockford, Ill., Municipal Airport in 1959. Continued growth over the next decade prompted EAA to move to its current location in Oshkosh in 1970. Now known as EAA AirVenture Oshkosh, the convention is one of the largest and most significant aviation events in the world.

EAA Headquarters

EAA Headquarters has also evolved greatly over the years. After its humble beginning in the Poberezny’s basement, EAA’s home office took a big step forward when it moved into a new building in the Milwaukee suburb of Franklin, Wis., in 1964. By the late 1970s, EAA was outgrowing that site as well. After studying several sites and receiving invitations from a number of cities, the EAA Board of Directors decided to keep the Convention in Oshkosh and build new headquarters there. Groundbreaking for the new EAA Aviation Center took place during the 1982 Fly-In Convention. AirVenture Museum was added in January 1983, and the headquarters became operational in January 1984. In 1989, EAA’s leadership passed to a second generation, when Tom Poberezny was elected to succeed his father as president.

Additional Member Programs

As EAA has grown, so have the programs available to its members. In the mid-1990s, EAA created Flight Advisors as a parallel to its popular Technical Counselors program. (Flight Advisors are EAA member volunteers who help aircraft builders evaluate their pilot skills so they are properly prepared for their first flight.) In 1995, the National



Association of Flight Instructors (NAFI) affiliated with EAA, bringing the expertise of the nation's top teachers of flight to the organization.

In 1996, EAA began its Internet presence with its own World Wide Web site, www.eaa.org. This site, which attracts more than 400,000 page views per month, has grown and evolved into a full-service Web site, with general information, members' only areas and EAA merchandise. Today, there are 24 associated EAA Web sites in addition to the main site, with all 25 sites attracting more than 1 million page views per month.

In recent years, even more programs have been designed for EAA members. The *AeroCrafter Guide* is a complete publication for those who want to build and fly their own aircraft; EAA SportAir Workshops offer practical hands-on training for aircraft builders and restorers; and Homebuilders' Headquarters on the EAA Web site brings concise building tips right to your computer.

EAA Government Relations

EAA Government Relations Department keeps its finger on the pulse of what's going on regarding recreational aviation in our nation's capitol. The department's goal: to preserve the freedom of flight and reduce regulatory barriers regarding the affordability and access to participation in recreational aviation. EAA does this by constantly monitoring federal government notices and publications, and for the past 20 years has maintained a Washington, D.C., bureau to better directly deal with more than a dozen federal agencies to help shape future policies.

In the ensuing months after Sept. 11, 2001, it was EAA that took the lead in working closely with the Federal Aviation Administration (FAA), the Transportation Security Administration, and other aviation groups to facilitate re-opening of general aviation airports all across the country. Today, EAA is also at the forefront of supporting the new Sport Pilot/Light Sport Aircraft rules, which are expected to be approved by the FAA in 2003, making general aviation safer, more affordable and less complicated to pilots than in the past.

The EAA Aviation Foundation

The EAA Aviation Foundation was established in 1962 and is dedicated to three primary missions: education, preservation and research. Each of these areas advances and promotes aviation and opens flight to more people. The foundation is a parallel yet separate entity from EAA and is operated by its own board of directors and bylaws.

The foundation oversees a variety of aviation programs and operations, including the EAA AirVenture Museum and Pioneer Airport; the maintenance of more than 200 aircraft in the foundation's collection; education programs; the Young Eagles Program for young people; aircraft tours and outreach, and other various operations.

The Young Eagles program, which has become an integral part of EAA's Countdown to Kitty Hawk celebration, was created in 1992, with the ambitious goal of introducing 1 million youngsters to the joys of flight by Dec. 17, 2003. Over the past 10 years, 32,000 EAA member pilots have worked steadily to accomplish that task, and as of July, 2003, nearly 950,000 young people worldwide have experienced a free Young Eagles flight.

At noon on Dec. 17, 2003, at Kitty Hawk, N.C., Brig. General Chuck Yeager, Honorary Chairman of the Young Eagles program, is scheduled to fly the 1 millionth Young Eagle as part of the First Flight Centennial Celebration.

And after Dec. 17, 2003, what happens next? What does the next 100 years of aviation hold in store? One thing is certain – that EAA, The Leader in Recreational Aviation, will continue to strive to serve its members and protect their freedoms of flight. For that is perhaps the biggest legacy the Wright brothers left us, a legacy that must always be preserved.



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The history of Ford Motor Company is inseparably linked to the history of flight. The company was founded the same year – 1903 – as the Wright brothers’ famous flight and in the same spirit of innovation and scientific optimism.

This relationship between the automobile and aviation industry continues today. Like the aviation industry, Ford Motor Company draws from the same pool of highly skilled candidates and both industries benefit from advancements in lightweight materials, advanced engines, aerodynamics and other areas.

As one of the premier innovators of his generation, Henry Ford was fascinated by flight and shared a “no boundaries” vision with the fellow inventors of his era, including the Wright brothers. It was Ford who put the nation on wings through his efforts to develop aircraft to serve the public, then building public confidence in their safety, reliability and necessity.

For his pioneering efforts, Henry Ford was enshrined in the National Aviation Hall of Fame in 1984 and was recognized by the U.S. Centennial of Flight Commission on Dec. 17, 2002.

Ford and Modern Airports

Henry Ford had a similar pioneering vision for aviation as he did for the automobile. He recognized the Wright brothers’ genius and impact of their discoveries — mainly, the possibilities for airplane transportation to bring greater freedom of movement to the masses. With this vision in mind, Henry Ford and his son Edsel B. Ford, laid the foundation for our modern system of commercial aviation including the world’s first modern airport with a concrete runway and popularization of all-metal aircraft with the Ford Tri-Motor.

Ford Preserves Wright Brothers’ History

The preservation of the Wrights’ childhood home and cycle shop at The Henry Ford’s Greenfield Village in Dearborn, Mich., is a testament to Ford’s recognition of innovation and the spirit of experimentation through his collection of historic objects. Henry Ford’s willingness to recognize the accomplishments of the Wright brothers when others scoffed was a reason Orville Wright was open to discussions. Henry and Edsel Ford had a strong rela-

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tionship with the Wright family, including visits between their homes and correspondence over many years.

The support of Ford Motor Company — the presenting sponsor of EAA's Countdown to Kitty Hawk — is vital to the manufacture of the first authentic, full-scale reproduction of the 1903 Wright Flyer. In keeping with the spirit of the flyer's authenticity, Ford Motor Company is providing sophisticated materials and engine testing, computer equipment and support and machine shop tools to ensure the success of this historic project.

Ford Motor Company's celebration of the centennial of flight extends to other areas as well. The company is partnering with Discovery Channel School to publish an educational multimedia kit for U.S. middle and junior high schools. By recounting the stories of the Wright brothers and Henry Ford, teachers and students will see concepts in action and learn how innovations impact the world. Ford Motor Company and Discovery Channel also will create two documentaries in 2003 that will celebrate the impact of flight achieved by the Wrights as well as explore Ford Motor Company's crucial role in aviation.

Finally, Ford Motor Company is honoring the historic first flight of the Wright brothers with its new 2003 Lincoln Aviator Kitty Hawk Edition, the official vehicle of Countdown to Kitty Hawk.

The highlight of Countdown to Kitty Hawk will be when EAA and Ford Motor Company exclusively re-create the Wright brothers' historic first flight at the Wright Brothers National Memorial at Kitty Hawk, N.C., at 10:35 a.m. on Dec. 17, 2003 – 100 years to the minute of the Wrights' first flight. Ford Motor Company and Discovery Channel will air a special live telecast to show the world the efforts to rebuild the Wrights' flying machine as they come to life on the 100th anniversary of when humans first took to the air.

1903 Wright Flyer in Henry Ford Museum

In 2004, the 1903 Wright Flyer reproduction will be donated to the Henry Ford Museum in Dearborn, Mich., helping realize Henry Ford's dream of displaying the Wrights' plane in the museum and cementing Ford Motor Company's involvement with aviation, the Wright brothers and the Countdown to Kitty Hawk program.

Lincoln Aviator Kitty Hawk Edition Celebrates 100 Years of Flight

Ford Motor Company's Lincoln-Mercury division is honoring the historic first flight of the Wright brothers by offering a limited edition of its all-new SUV, the Lincoln Aviator Kitty Hawk Edition. The six-passenger mid-size luxury sport utility serves as the official vehicle of EAA's Countdown to Kitty Hawk presented by Ford Motor Company.

Ford Motor Company Information Technology Assists in the "Re-discovery of Flight"

Ford Motor Company's commitment to Countdown to Kitty Hawk and its 1903 Wright Flyer reproduction extends beyond financial support. The company also is providing information technology support for The Wright Experience and its "re-discovery" of flight.

Ford IT, in collaboration with its supplier partners Documentum, Oracle and Hewlett-Packard, developed a searchable, computerized database that enables The Wright Experience to retrieve historical documents as it creates the 1903 Wright Flyer reproduction.

The document management system allows Ken Hyde of The Wright Experience and his team to easily access information from thousands of century-old news clippings, handwritten notes and other documents found in their research process — all with the "click" of a mouse, directly from their desktop computers.

Ford IT, Documentum, Oracle and Hewlett-Packard donated a Windows NT/2000-based file server; database and intranet software; project management; server configuration and other technical support; desktop computers with CD-ROM; and disc drives to be used at public kiosks for educational purposes and a 35mm film reader/color scanner/printer as well as software training and helpdesk support.



Key dates for Ford Motor Company and aviation milestones:

1903

- Henry Ford founds Ford Motor Company.
- Orville Wright makes first controlled, powered flight at Kitty Hawk, N.C.

1906

- Orville and Wilbur Wright receive U.S. patent for a powered aircraft.

1908

- Ford introduces Model T, destined to be one of the world's most popular cars.

1909

- Henry Ford and son Edsel help Charles Van Auken build a primitive monoplane powered by a Ford Model T engine.

1912

- Wilbur Wright dies of typhoid.

1913

- Henry Ford sets up his first mass-production assembly line at his Highland Park, Mich., plant that turns out cars in one-tenth of the time. Ford later applies process to production of aircraft.

WWI

- Ford Motor Company mass-produces the American-designed "Liberty" aircraft engine and develops engines for the Kettering "Bug," America's first guided missile.

1918

- Construction begins on massive, historic Rouge automotive manufacturing complex, which plays an instrumental role in Ford Motor Company's efforts during World War II.

1919

- Edsel Ford succeeds his father, Henry, as president of Ford Motor Company.

1923

- Edsel Ford invests in the Stout Metal Airplane Company, formed to design and build the first commercial all-metal airplane in the United States.

1925

- Ford Airport at Dearborn, Mich., is dedicated. It is the first modern airport in the world and

begins the all-metal commercial airliner industry in the United States.

- Ford buys the Stout Metal Airplane Company and forms Ford's Airplane Development Division.
- Ford Air Transport Service, the world's first regularly scheduled commercial airline, begins freight service from Detroit to Chicago, with later runs to Cleveland and Buffalo.
- Ford builds the first of 196 Ford Tri-Motor airplanes, which are later used by America's first commercial airlines.
- Ford builds the first privately owned dirigible mooring mast in the world.

1926

- First Wright "Whirlwind" engine-equipped Ford 4-AT Tri-Motor comes onto the market. It represents a tremendous technological advancement over existing aircraft and enables Ford's new Airplane Manufacturing Division to become the world's largest manufacturer of commercial aircraft.
- First successful radio guided flight, using systems developed by Ford.
- Richard Byrd makes the first flight over the North Pole in a Tri-Motor named the "Josephine Ford" in honor of Henry's granddaughter.
- Ford is the first private operator to fly the U.S. Air Mail.
- Ford is first to establish assembly line method of producing airplanes.

1927

- Charles Lindbergh becomes first person to fly solo nonstop across Atlantic. He takes Henry Ford on his first airplane ride and becomes Ford Motor Company's chief pilot.

1928

- First paved runway in the world is installed at Ford Airport.

1929

- Richard Byrd flies the Ford 4AT-B over the South Pole.
- Henry Ford and Thomas Edison dedicate the Edison Institute (later called The Henry Ford) in Dearborn, Mich., on the 50th anniversary of the discovery of the electric light. Historic

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pieces collected include the Wright brothers' home and cycle shop.

1931

- Ford builds the Dearborn Inn adjacent to Ford Airport, one of the first U.S. hotels specifically built for the air traveler.

1942-43

- Ford Motor Company pilots conduct high-altitude engine tests, contributing invaluable data on the ignition systems operations and engine performance at extreme altitudes.

1944

- Ford Motor Company builds one B-24 bomber per hour at its Willow Run assembly plant.

WW II

- Ford Motor Company builds first general purpose (G.P., or "jeep") vehicle for the U.S. military at Rouge Plant.
- Company halts civilian car production to produce B-24 Liberator Bombers, aircraft engines, gliders and jet-bomb engines.

1943

- Edsel Ford dies at age 49; Henry Ford resumes leadership of company.

1945

- Ford Motor Company returns to full-time auto production.
- Henry Ford II is named Ford Motor Company president.

1946

- Henry Ford II hires 10 young former U.S. Air Force officers, nicknamed the Whiz Kids, who bring the principles of modern management to the company.

1947

- Henry Ford dies at age 83.

1948

- Orville Wright dies.

1954

- Ford Motor Company introduces the Thunderbird, whose name is rooted in aviation.

1956

- Aeronutronic becomes Ford Motor Company division.

1961

- Ford Motor Company acquires Philco Corporation, later named Philco-Ford Corporation.

1963

- Ford Motor Company folds Aeronutronic into Philco, strengthening Ford Motor Company's overall participation in space and defense markets.

1964

- Ford Motor Company introduces the Ford Mustang, whose name is inspired by the WWII fighter plane.

1975

- Philco-Ford becomes Aeronutronic Ford Corporation, then Ford Aerospace & Communications Corporation in 1976.

1984

- Henry Ford, a great pioneer of U.S. commercial aviation, is enshrined in the National Aviation Hall of Fame in Dayton, Ohio.

1990

- Ford Aerospace sold to Loral Corporation.

1999

- William Clay Ford Jr. becomes chairman of Ford Motor Company. In October 2001, he adds the role of chief executive officer.

2001-03

- Ford Motor Company presents EAA's Countdown to Kitty Hawk, the centerpiece of the nation's celebration of the centennial of flight.

2002

- Henry Ford is recognized as one of the nation's pioneers in aviation by the U.S. Centennial of Flight Commission.

2003

- All-new Lincoln Aviator Kitty Hawk Edition mid-size luxury sport utility honors the historic first flight of the Wright brothers.
- Ford Motor Company celebrates its 100th anniversary, the same year the world celebrates the 100th anniversary of the Wright brothers' first flight.
- EAA's Countdown to Kitty Hawk presented by Ford Motor Company exclusively re-enacts the Wright brothers' first flight at Kitty Hawk, N.C., on Dec. 17, 2003 — exactly 100 years later — with the world's most-accurate 1903 Wright Flyer reproduction.

2004

- Authentic reproduction of 1903 Wright Flyer donated to the Henry Ford Museum in Dearborn, Mich., for public viewing.



Microsoft
Flight Simulator²⁰⁰⁴
A Century of Flight

The 1903 Wright Flyer Simulator Fact Sheet

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On Dec. 17, 1903 at 10:35 a.m., Orville and Wilbur Wright changed the world in just 12 seconds. Their historic journey over the dunes of Kitty Hawk, N.C., launched a century of aviation innovation. Now, nearly 100 years later — in a celebration with leading aviation associations, historians and enthusiasts—“Microsoft® Flight Simulator” commemorates the global impact of the Wright brothers with a vivid, interactive computer simulation of that first powered flight.

“Microsoft Flight Simulator” has joined with the Experimental Aircraft Association (EAA), in a partnership with Ford Motor Company and Eclipse Aviation, to develop Countdown to Kitty Hawk, a yearlong series of events honoring aviation innovation and the success of the 1903 Wright Flyer. Utilizing 20 years of development experience with award-winning software, the “Flight Simulator” team is crafting a simulator of the 1903 Wright Flyer that will allow contemporary audiences to travel back in time and relive a pivotal moment in world history.

The cornerstone of EAA’s Countdown to Kitty Hawk touring pavilion, the virtual 1903 Wright Flyer gives visitors the opportunity to recapture the glory and romance of Orville and Wilbur’s Kitty Hawk experience. Would-be pilots operate a replica aircraft using hand levers and a shifting hip mechanism to control virtual take-offs and landings while lying in a horizontal hip cradle in front of a giant panoramic projection screen. The simulator screen depicts the sandy scenery of the dunes at Kitty Hawk, providing the most realistic 1903 Wright Flyer encounter possible.

About “Microsoft Flight Simulator”

The 1903 Wright Flyer simulator will utilize “Microsoft Flight Simulator 2004: A Century of Flight,” the latest edition of “Microsoft Flight Simulator” software. In addition to the Wright Flyer, “A Century of Flight” allows virtual pilots to feel what it’s like to take the controls of eight other historic aircraft — the record-breakers, the workhorses and the innovators — such as Charles Lindbergh’s Ryan NYP “Spirit of St. Louis” and the Douglas DC-3. Engaging, interactive multimedia provides a wealth of historical information on the planes that shaped aviation history and the pilots who flew them. Informed and insightful articles help players discover all that “Flight Simulator” and its fleet of 24 aircraft has to offer. “Microsoft Flight Simulator 2004: A Century of Flight” also introduces an updated, dynamic weather system, enhanced automatically generated (auto-gen) scenery and detailed visual effects, as well as 15 modern aircraft, including the Robinson R-22 Beta II helicopter. “Microsoft Flight Simulator 2004: A Century of Flight” will be available nationwide on July 29, 2003, for an estimated retail price \$54.95 (U.S.).



PRESENTED BY

Ford Motor Company

Microsoft **Flight Simulator** 2004 *A Century of Flight*

“Microsoft Flight Simulator 2004: A Century of Flight” Fact Sheet

What:	“Microsoft® Flight Simulator 2004: A Century of Flight”
Developer:	Microsoft Game Studios
Availability:	July 2003
Format:	CD-ROM for the Microsoft Windows® 98, Windows 2000 and Windows XP operating systems
Pricing:	\$54.95 (U.S.)* estimated retail price
Rating:	“E”

Product Overview

Gamers will experience the history of aviation with “Microsoft Flight Simulator 2004: A Century of Flight.” As the world celebrates the 100th anniversary of powered flight in 2003, “A Century of Flight” allows players to feel what it’s like to take the controls of nine historic aircraft — the record-breakers, the workhorses and the innovators — such as Charles Lindbergh’s Ryan NYP “Spirit of St. Louis,” the Douglas DC-3 and the world’s first successful powered aircraft, the 1903 Wright Flyer. Engaging, interactive multimedia provides a wealth of historical information on the planes that shaped aviation history and the pilots who flew them. Informed and insightful articles help players discover all that “Flight Simulator” and its fleet of 24 aircraft has to offer. “Microsoft Flight Simulator 2004: A Century of Flight” also introduces an updated, dynamic weather system, enhanced automatically generated (auto-gen) scenery and detailed visual effects, as well as 15 modern aircraft, including the Robinson R-22 Beta II helicopter.

Key Features

Celebrate the past. Players can take the controls of nine aircraft that changed the world, including the Ryan NYP “Spirit of St. Louis,” the airplane Charles Lindbergh piloted on the first solo, nonstop flight across the Atlantic Ocean in 1927. They can experience what it was like to pilot Wilbur and Orville’s 1903 Wright Flyer, an invention that changed the face of history. “Microsoft Flight Simulator 2004: A Century of Flight” also features in-depth and engaging multimedia content that reveals the amazing stories behind each of the historical aircraft and the pilots who made them famous.

- Explore the present. Gamers can take command of 15 contemporary aircraft, from the Cessna 172 Skyhawk SP Model 172 and the massive Boeing 747-400 to the R22 helicopter. The long-established “Flight Simulator” physics engine lives up to its reputation for providing an experience that is “as real as it gets.”
- Interactive multimedia content. Virtual pilots have new streamlined access to informed and insightful articles about “Microsoft Flight Simulator 2004: A Century of Flight,” its remarkable aircraft, briefings and

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interactive lessons without ever taking their eyes off the computer screen.

- Dynamic weather system. Players can watch raindrops on the windscreen on a foggy, drizzly morning or wispy cloud fronts move across the horizon on a hazy summer day with the improved Real World Weather system. They can create custom weather, choose from a variety of weather themes, or experience automatic live updating that mirrors real-world weather.
- Improved scenery and visual effects. The software enhances an already stunning graphics engine with expanded automatically generated (auto-gen) scenery, improved taxiway and runway signs, and highly detailed modern airports. In all, more than 24,000 airports from around the world are featured.
- Interactive 3-D virtual cockpits. “Microsoft Flight Simulator 2004: A Century of Flight” improves on the franchise’s virtual cockpit by allowing pilots to operate aircraft controls, tune radios and flip switches without leaving the virtual cockpit view.

System Requirements

450 MHz processor, Win98/2000/Me/XP, 64 MB of memory, 1.8 GB of HD space, CD-ROM, MS Mouse or compatible pointing device, 8 MB 3D video card with DirectX version 7.0 or better, audio card and speakers or headphones. 5.6kbps modem or LAN required for online/multiplayer

* Actual retail prices may vary.

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Microsoft
Flight Simulator 2004
A Century of Flight

For Release 6 a.m. PDT
July 29, 2003

**History Takes Flight as “Microsoft Flight Simulator 2004:
A Century of Flight” Is Cleared for Takeoff**

Newly Released Simulator Puts Players in Cockpit of History’s Most Famous Aircraft

REDMOND, Wash. — July 29, 2003 — “Microsoft® Flight Simulator 2004: A Century of Flight” lands on store shelves today. This 20th anniversary edition of “Flight Simulator” celebrates the first 100 years of powered flight while continuing the traditions of realism, technological innovation and richness that have delighted aviation enthusiasts and pilots around the world and made Microsoft “Flight Simulator” the best-selling aviation simulation produced for the PC.* The latest version offers a combination of historical and modern aircraft, superior graphics, interactive 3-D cockpits, dynamic weather effects and interactive multimedia content to celebrate history and teach the basics of flight. “Microsoft Flight Simulator 2004: A Century of Flight” is available today at retail stores nationwide for an estimated retail price of \$54.95.**

“A Century of Flight’ allows pilots of all ages to take the controls of aircraft that most would otherwise never be able to fly,” said Bruce Williams, business development manager for Microsoft “Flight Simulator.” “Without leaving the ground, virtual aviators everywhere can experience what it was like to be one of the pioneers of flight. They also can fly a variety of contemporary aircraft in the most realistic skies available on the PC.”

“Microsoft Flight Simulator 2004: A Century of Flight” allows everyone to celebrate the past by learning about and experiencing flight in such historic aircraft as the 1903 Wright Flyer,

Curtiss JN-4D “Jenny,” Charles Lindbergh’s Ryan NYP “Spirit of St. Louis” and the Douglas DC-3. There are 15 contemporary aircraft in the simulation, including personal aircraft such as the Cessna 172 Skyhawk SP and Robinson R-22 helicopter as well as turboprops and jumbo jets, each of which includes interactive 3-D virtual cockpits. “Microsoft Flight Simulator 2004: A Century of Flight” includes some 24,000 authentic airports worldwide, interactive air-traffic control and a new dynamic weather system that creates real-time, real-world weather for virtual pilots to experience as they fly to their destinations.

In commemoration of the Centennial of Flight, Microsoft is acting as an official sponsor of the Experimental Aircraft Association’s (EAA) Countdown to Kitty Hawk. Visitors to the Countdown to Kitty Hawk pavilion can recreate their own first flight using “Microsoft Flight Simulator 2004: Century of Flight” and experience many of the same challenges the Wright brothers faced 100 years ago.

More information on “Microsoft Flight Simulator 2004: A Century of Flight” is available online at

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<http://www.microsoft.com/games/flightsimulator/>. More information about the Countdown to Kitty Hawk is available at <http://www.countdowntokittyhawk.com/>.

About Microsoft Game Studios

Microsoft Game Studios is a leading worldwide publisher and developer of games for PC gaming, Xbox® video game system and online platforms. Comprising a network of top developers, Microsoft Game Studios is committed to creating innovative and diverse game portfolios for the PC (<http://www.microsoft.com/games/>), including such franchises as “Age of Empires®,” “Flight Simulator” and “Zoo Tycoon®”; Xbox (<http://www.xbox.com/>), including such franchises as “Halo®,” “Project Gotham Racing®” and “NFL Fever”; and Zone.com (<http://www.zone.com/>), the official games channel for the MSN® network and home to such hits as “Bejeweled” and “OutSmart™.”

About Microsoft

Founded in 1975, Microsoft (Nasdaq “MSFT”) is the worldwide leader in software, services and Internet technologies for personal and business computing. The company offers a wide range of products and services designed to empower people through great software — any time, any place and on any device.

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* Source: NPDTechworld®, August 1992–May 2003. Based on total U.S. retail sales.

** Actual retail price may vary.

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ECLIPSE AVIATION

Eclipse Aviation Corp.

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Eclipse Aviation Corp. reinforces the spirit of EAA's Countdown to Kitty Hawk presented by Ford Motor Company with its passion for modern-day innovation and its quest to make private jet travel affordable. The company is creating a six-place, twin-turbofan aircraft that costs about a quarter of the least expensive jet on the market today.

The Albuquerque, N.M.-based company will revolutionize how — and what — people fly. In its Eclipse 500 jet, travelers will be able to fly affordably point-to-point to more than 10,000 airports throughout the United States alone. This will be a dramatic departure from today's commercial airline system, which forces more than two-thirds of all air travelers to pass through 29 increasingly crowded "hub" airports.

As part of Countdown to Kitty Hawk, Eclipse Aviation is sponsoring the 10 Greatest Aviation Innovations during the first century of flight. This will include the opportunity for the public to vote for the greatest aviation innovations of the past century both online and through the Countdown to Kitty Hawk Touring Pavilion in 2003. The voting public will be eligible to win deluxe travel packages to the Wright Brothers National Memorial near Kitty Hawk and witness EAA and Ford Motor Company's re-enactment of the Wright brothers' first powered flight on Dec. 17, 2003.

Redefining Air Transportation

Founded in May 1998, Eclipse's mission is to redefine air transportation. It will do this by developing a series of next-generation aircraft that will provide economic value, safety and convenience to air travelers while enhancing the flying experience.

Eclipse Aviation is in the business of designing, certifying and producing modern, affordable jet aircraft that will revolutionize the transportation market. The company is applying advanced electronics systems, manufacturing and business practices to produce aircraft that will be significantly safer and easier to operate than those of today,

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and have the lowest cost of ownership ever achieved in a jet aircraft.

The goal of Eclipse Aviation is to bring the word “personal” into aviation, making it possible for commercial air passengers to move directly between cities quickly and conveniently. It also will allow pilot owners to enter the world of jet-powered aviation.

Eclipse Aviation Innovations

The transformational improvement in aircraft price-to-performance anticipated by the Eclipse 500 is made possible by the convergence of three major technological advancements. These are:

- The development of increasingly smaller, new generation turbofan engines
- An integrated avionics suite and automatic flight control systems
- Advanced aircraft design and manufacturing techniques for high-volume production

Today’s light jets are powered by turbofan engines that produce thrust in the range of 1,900 to 2,400 pounds. Eclipse Aviation has inspired the development of a category of smaller, modern turbofan engines that have not previously existed. To power the Eclipse 500, industry leader Pratt & Whitney Canada is developing a new turbofan that produces 900 pounds of thrust. This turbofan, called the PW610F, is enabling Eclipse Aviation to create a new generation of lighter, more affordable business/personal jets.

The second major advance driven by the Eclipse 500 is the Avio™ Intelligent Flight System, a comprehensive avionics and aircraft systems management package that delivers a higher level of integration and reliability than any business or commercial aircraft today. Avio takes advantage of today’s digital electronics technology to place “intelligence” throughout the airplane, which is controlled by redundant central aircraft computers that monitor and control the aircraft’s systems. Avio replaces the dozens of expensive instruments and gauges typically found in today’s airplanes with a streamlined glass cockpit that integrates multiple functions and is tied into the electronics systems throughout the aircraft. Developed by Eclipse, Avio is available exclusively in the Eclipse 500.

The third innovation cornerstone of the Eclipse 500 is a groundbreaking approach to design and manufacture for high-volume, low-cost production. While this is common in other industries, such as automotive, Eclipse is pioneering this approach among general aviation aircraft manufacturers. The entire aircraft is being designed as an integrated system rather than as an assembly of independently developed and individually certified components. Eclipse is also taking advantage of innovative, new production technologies such as friction stir welding, an advanced, high-speed process for joining aluminum. Friction stir welding replaces rivets in more than 60 percent of the Eclipse 500 jet and Eclipse Aviation is the first to use friction stir welding in production on thin gauge aircraft aluminum. In May 2002, a year ahead of schedule, Eclipse Aviation received FAA approval of the friction stir welding process specification.

About the Eclipse 500

The Eclipse 500 is a six-person jet aircraft that costs approximately a quarter of today’s small jet aircraft and will be significantly safer, easier and less expensive to fly. Eclipse will redefine personal jet transport by creating multiple products and services to enable a “point-to-point” personal transportation system in the 21st Century. The Eclipse 500 is the first in Eclipse’s line of advanced aircraft.

About Eclipse Management

Its executive management team led by Vern Raburn is comprised of aviation industry leaders who share a passion for entrepreneurship. Eclipse Aviation’s board of directors includes leaders from the automotive industry, aircraft industry and computer industry, including:

- Harold Poling, chairman of the board and retired chairman/CEO of Ford Motor Company
- Kent Kresa, chairman of Northrop Grumman
- Alfred E. Mann, retired chairman and CEO of MiniMed
- Vern Raburn, president and CEO of Eclipse Aviation
- Brian E. Barents, former president and CEO of Galaxy Aerospace



NORTHROP GRUMMAN

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As the world approaches the centennial of powered flight, it celebrates the historic achievements of aviation pioneers and ponders what the future holds. The story of the Wright brothers inspires people young and old to reach for their dreams - to realize that one life can change the world.

Many different organizations and individuals approached Northrop Grumman Corp. with requests for assistance on projects and events celebrating the 100-year anniversary of the Wright brothers' first flight. Following a very deliberate review process, the company chose to provide significant support only to a select number of initiatives, including The Wright Experience, the First Flight Foundation and Experimental Aircraft Association's (EAA) Countdown to Kitty Hawk presented by Ford Motor Company.

"Northrop Grumman is proud to support these endeavors, which commemorate the vision and determination of two brothers who dared to dream of powered flight and laid the foundation for a new generation of aviation innovators," said Dr. Ron Sugar, CEO and president of Northrop Grumman.

Sponsoring Pilot Training

Northrop Grumman is sponsoring the pilot training, including the development and flight-testing of The Wright Experience's 1902 Wright Glider, in addition to providing support for Ken Hyde and The Wright Experience flight proficiency trainers. The company's sponsorship also supports legendary test pilot Scott Crossfield, director of flight operations for Countdown to Kitty Hawk, who is responsible for the training and selection of the pilots who will reenact the Wright brothers' history-making accomplishment.

Just as the '02 glider was crucial to the successful first powered flight by the Wright brothers at the dawn of the 20th century, training and test flying of the reproduction '02 glider is honing critical skills for the modern pilots preparing to re-enact the historic flight 100 years later. Northrop Grumman's sponsorship includes training for four pilots, two of whom will participate in the historic re-enactment on Dec. 17, 2003, by playing the roles of Wilbur and Orville Wright.

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Continuing the Aviation Legacy

Through its sponsorship, Northrop Grumman aspires to continue the extraordinary legacy of Orville and Wilbur Wright and to sustain the creative spirit of its own aviation legends, Jack Northrop, Leroy Grumman and Jack Ryan. Just as these visionary pioneers dramatically shaped a century of aviation innovation and technological advancement in manned flight, the talented people at Northrop Grumman are dedicated to defining the future of aerospace as it begins the next century of powered flight. Northrop Grumman's technical community continues to demonstrate innovation and creativity that will usher in a new generation of breakthroughs.

About Northrop Grumman

Northrop Grumman Corp. is a \$25 billion global defense company, headquartered in Los Angeles, Calif. Northrop Grumman provides technologically advanced, innovative products, services and solutions in systems integration, defense electronics, information technology, advanced aircraft, shipbuilding and space technology. With approximately 120,000 employees and operations in all 50 states and 25 countries, Northrop Grumman serves U.S. and international military, government and commercial customers.



OTHER PARTNERS

Other Countdown to Kitty Hawk partners includes the **Library of Congress** and **FLYING** magazine.

EAA is working with the **Library of Congress** to share significant Wright brothers' correspondences surrounding the discovery of powered flight. Reproductions of key letters written by the Wright brothers will be displayed on the Countdown to Kitty Hawk pavilion tour in 2003.

The **Library of Congress** is the world's largest repository of knowledge and creativity. It is the research arm of Congress through the Congressional Research Service and Law Library, and the protector of creativity through the Copyright Office. It houses an unparalleled collection of more than 124 million items including 28 million books and other print materials, millions of prints, photographs, films, maps, recordings, broadcasts and manuscripts. Documents on display in EAA's Countdown to Kitty Hawk Touring Pavilion are taken entirely from the Library of Congress collections.

FLYING Magazine — 75 Years of Aviation Publishing Leadership

FLYING magazine, the world's most widely read aviation magazine, is the "Official Publication Partner" of Countdown to Kitty Hawk. As the "Official Publication Partner," **FLYING** will provide significant advertising and editorial support for EAA's Countdown to Kitty Hawk initiative throughout calendar year 2003, plus detailed coverage of important milestones in the Wright brothers' search for powered flight at the turn of the century.

Flying magazine is the world's largest general circulation aviation magazine, and one of the oldest. Founded as *Popular Aviation* in August of 1927, just two months after Charles Lindbergh flew the Atlantic, *Flying* Magazine has been the leading source of information for generations of pilots and aviation enthusiasts around the world.

Flying's editorial mission is to inform and entertain pilots and aviation enthusiasts who are interested in all aspects of aviation. Over the years the magazine has devoted much of its coverage to the issues of aviation safety, particularly in private airplane flying.

Flying's most popular regular feature is "I Learned About Flying From That," in which a pilot recounts a close call he had in the air. The feature began its monthly appearance in 1939, and there is no shortage of pilots volunteering to warn others of their unexpected misadventure in flight.

Flying has a paid circulation of more than 300,000. It is published by Hachette Filipacchi Media U.S. with editorial offices in Greenwich, Connecticut. J. Mac McClellan is editor-in-chief. For more information call (203) 622-2705 or e-mail flyedit@hfmus.com



EAA'S 1903 WRIGHT FLYER REPRODUCTION

The Wright Experience and EAA's 1903 Wright Flyer Reproduction

EAA has contracted Ken Hyde of The Wright Experience in Warrenton, Va., to build an authentic reproduction of the 1903 Wright Flyer. EAA unveiled its reproduction for the world on March 18, 2003, in Washington, D.C., at Regan National Airport along with the Lincoln Aviator Kitty Hawk Edition, which honors the Wright brothers.

The reproduction is the centerpiece of EAA's Countdown to Kitty Hawk presented by Ford Motor Company campaign, which will culminate with its flight at Kitty Hawk on Dec. 17, 2003 at 10:35 a.m. — 100 years to minute of the first flight. EAA's 1903 Wright Flyer reproduction will be the only reproduction to fly at Kitty Hawk — the site where our nation's dignitaries, government officials, top innovators and citizens will convene to celebrate 100 years of aviation and innovation.

EAA's 1903 Wright Flyer differs from all other 1903 Flyer projects under consideration or in production — EAA's Flyer is a reproduction rather than a replica. That means all details of the aircraft are exactly as those on the original 1903 Wright Flyer, without any changes or modifications that would appear on a replica. Such an effort is extremely challenging as many of the tools, materials and processes used at the time of the Wright brothers no longer exist.

The Wright Experience

Hyde and his team at The Wright Experience have spent thousands of hours over the past decade researching the Wright brothers' entire fleet of gliders and flyers. He is one of the world's foremost experts on the details of the Wright gliders and flyers. Hyde's fine technical and historic research allows him and his team to reproduce the 1903 Flyer down to the thread-count on the muslin covering the wings.

FAA Certification of the Flyer

On Aug. 1, 2003, FAA Administrator Marion Blakey presented EAA officials with a special airworthiness certificate (FAA Form 8130-7) for its 1903 Wright flyer reproduction. This special airworthiness certificate, which was granted after an FAA aviation safety inspector reviewed the flyer and determined that was prepared to fly, was granted for EAA's flyer to fly near Kitty Hawk, N.C., on the 100th anniversary of flight.

Under the 21-point operating limitations document that accompanies the certificate, the FAA detailed specific criteria that EAA and its pilots must adhere to when operating the 605-pound flyer. These criteria include:

- The special airworthiness certificate and 21-point operating limitations document must be visible to the pilot and located on the aircraft during flight at all times.
- The flyer may only operate within the designated areas.
- The aircraft may NOT be operated over densely populated areas or in congested airways.
- No person may operate this aircraft for carrying persons or property for compensation or hire.
- Aerobatic maneuvers are NOT allowed.

20th Century Innovators to be Showcased at the Henry Ford Museum

The Wright brothers were part of an elite circle of early 20th century innovators who lived during a time when American innovations changed the global landscape. One of these innovators included the Wrights' friend and frequent correspondent, Henry Ford. Ford was fascinated by flight and shared a similar vision for aviation as he did for the automobile.

To ensure EAA's 1903 Wright Flyer reproduction is displayed with other items and places of historic significance,

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such as Edison's Menlo Park Laboratory and the George Washington Carver Memorial, EAA's 1903 Wright Flyer reproduction will be donated to Ford Motor Company and The Henry Ford's Henry Ford Museum in 2004.

The Flyer will join Orville and Wilbur Wright's home and cycle shop from Dayton, Ohio, both of which are on public display at The Henry Ford's Greenfield Village.

EAA's Reproduction and the Original

Precise, methodic and careful craftsmanship of EAA's 1903 Wright Flyer reproduction have resulted in a reproduction that is more accurate than the 1903 Wright Flyer that is on display at the Smithsonian National Air and Space Museum.

During February 2003, EAA's Flyer reproduction underwent extensive wind tunnel testing at NASA's Langley Research Center in Virginia. Research data from the testing validated the airworthiness of EAA's Flyer. The testing also allows pilots and organizers to better understand the environmental conditions, such as wind speeds, that are required for EAA's Wright Flyer reproduction to achieve flight on Dec. 17, 2003.

After four successful flights on Dec. 17, 1903, the Wright Flyer was picked up by a gust of wind and smashed against the sand. Years later, it was repaired by Orville using different materials than the original. Because of these modifications, EAA's 1903 Wright Flyer reproduction is more accurate than the repaired Wright Flyer.

Following are a few details about the 1903 Wright Flyer and EAA's 1903 Wright Flyer reproduction:

Height:

7 feet (9 feet, 3 inches to top of propeller)

Weight:

605 pounds, without a pilot

Wingspan:

40 feet, 4 inches

Powerplant:

4-cylinder, 12-horsepower Wright engine

Propellers:

Two, which rotate in opposite directions

Top speed:

Approximately 30 miles per hour

Internal structure:

Spruce and ash

Surface covering:

"Pride of the West" muslin

Bracing, wires and strut fittings:

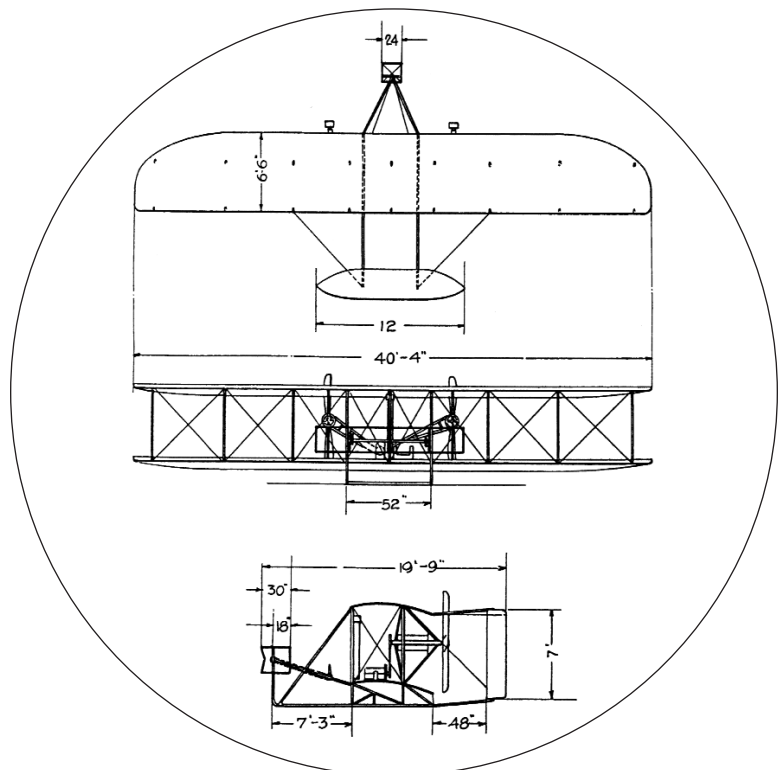
Steel

Exposed parts of the machine:

Painted aluminum

Passengers:

One pilot only, no passengers. Aircraft must be flown with pilot lying chest-down on the lower wing surface.





BIOS

The following bios are included in this section:

- The Wright Brothers: “History’s First Homebuilders”
- Tom Poberezny – President and CEO, EAA
- Henry Ford – Founder, Ford Motor Company
- Candidates for Pilot of the Century
 - Dr. Kevin Kochersberger (Pilot of the Century)
 - Terry Queijo (Pilot of the Century)
 - Chris Johnson (Alternate Pilot)
 - Ken Hyde (Alternate Pilot)

The Wright Brothers: “History’s First Homebuilders”

Wilbur and Orville Wright stand at the forefront of the earliest aviation pioneers – two bicycle mechanics from Dayton, Ohio, who stunned the world by inventing powered flight. Their first successful powered flights on Dec. 17, 1903, marked the beginning of the culmination of several years of their own experiments with large kites and gliders and climaxed years of effort by other men to learn the secrets of flight.

The sons of a Bishop minister, Wilbur (born 1867) and Orville (born 1871) showed mechanical genius from boyhood, always interested in fascinating new machines and toys, like the small wooden “helicopter” stick toy they received from their father Milton.

By their early 20s, they were already veterans of the printing business and in 1892 opened a bicycle sales and repair shop, soon creating and selling their high quality Wright machines.

By the late 1890s, Orville had found another hobby – the automobile. But Wilbur was not impressed. He felt the “horseless carriage” would never catch on. Both were inspired, however, by the glider experiments of Otto Lilienthal, Octave Chanute and Samuel Pierpont Langley, and their interest in flight soared. In August 1900, they began construction on their first glider, but the challenge was where to test it? Consulting the Monthly Weather Review, Wilbur’s eye was drawn to a place called Kitty Hawk, N.C., known for its windswept sand dunes, above average winds, and high ratio of clear, rain-free days – a perfect spot, it seemed.

In September 1900, the Wrights made the two-day trek by rail to Kitty Hawk, and were amazed at the three enormous mountains of sand named Kill Devil Hills just south of town, which Orville remarked, “looked like the Sahara, or what I imagine the Sahara to be.” That fall, and for the next three years after, the brothers would return to Kitty Hawk, where they stubbornly continued their glider experiments in spite of all sorts of complex design and mechanical problems. A recurring pattern evolved: test in the fall, then return to Dayton to study data and make endless modifications, then return to Kitty Hawk with a new, improved machine the following year.

These were the years where the Wright brothers’ intellect, teamwork and dedication to a dream were put to the test. Year after year, they continued to test and innovate, solving one problem after another — as they continued to improve the wings, propellers, drive shafts, and finally the engine of their aircraft. The key was finding exactly the right formula of needed lift, horsepower, surface area and weight that would allow them to propel an aircraft into

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the air and then control its flight.

What the Wrights discovered during those long days in the desert and many months of testing with their own homemade wind tunnel back in Dayton was that balance, elevation, and steering could be controlled by moving various aircraft surfaces in flight. They devised hinged rudder and crude aileron-like devices that could be linked together, so that two widely separated surfaces could be moved simultaneously. Thus the center of gravity could be kept constant and equilibrium maintained. Their system used a forerunner of the aileron, a device consisting of a cable arrangement whereby the wing tips could be twisted or warped so as to achieve different lifts on the opposite wings.

In October 1902, the Wrights took to the air in a larger glider that had a moveable, rather than fixed rudder. Their gains were immense. In one two-day period, they made a remarkable 250 glides, the longest being Will's 622.5 feet flight of 21 seconds. That winter, they returned to Dayton buoyed with confidence, and set about their final task: to build an engine that could generate enough thrust to lift what they estimated would be a 625-pound machine (including pilot and engine) into the air and keep it there. By February 1903, the brothers had done it – created an engine that was under the required 200-pound limit, but which generated 12 horsepower, far more than they felt they needed. When they returned to Kitty Hawk that fall, the emphasis had changed. This time, rather than simply testing, they had one goal – to achieve sustained and controlled flight.

On Dec. 14, Wilbur (who won the coin toss with his brother), made their first attempt, but crashed. By the morning of the 17th, repairs were complete and it was Orville's turn. At 10:35 a.m., he began to slide down the ramp into the teeth of gusting, 27 mph winds. After 40 feet, the plane suddenly rose and flew on, Wilbur running at its side. For 12 incredible seconds it soared, finally falling to the sand again some 120 feet away. A ragged cheer went up from the small crowd watching. Man had flown! More splendor was yet to come: The Wrights flew four times that day, with Wilbur recording the longest with his final attempt of 852 feet in 59 seconds.

What the Wrights had accomplished was staggering. For the first time in history an airplane had taken off and moved forward under its own power and landed at a point at least as high as that from where it had taken off. A new era had dawned, as man's quest for the clouds began.

Over the next two years, the Wrights continued testing and improving their flying machine, but there would be no more trips to the Outer Banks. Instead, for economic reasons, they chose to test in Huffman Prairie, a 100-acre pasture eight miles east of Dayton. There, they built and tested two sturdier, more reliable planes and in 1906 received a U.S. patent for a powered aircraft. Rebuffed by the U.S. War Department, the Wrights initially sold their plane to the British and French governments, but in 1908 the War Department finally contracted for a Wright flying machine for the U.S. Army. In 1909, they formed the American Wright Company and proceeded to manufacture improved planes and train pilots.

Wilbur, a bachelor like his brother, died of typhoid fever on May 30, 1912. Orville retired from the aircraft manufacturing business in 1915 to pursue his own research interests. During World War I, he served as a consultant to the army air service and he served for many years on the National Advisory Committee for Aeronautics. Outraged when the Smithsonian Museum recognized Samuel Pierpont Langley as the actual inventor of powered flight in 1921, Orville gave the 1903 Wright Flyer to the Science Museum of London instead. But by 1942, the Smithsonian had relented and Orville ended the feud, ordering that the aircraft be returned to America at the end of World War II. A year before that finally happened, however, Orville died of a heart attack on Jan. 30, 1948.



Tom Poberezny – President and CEO – EAA

As the president and CEO of EAA, a 170,000-member nonprofit, international aviation organization, Poberezny is a sought-after resource by members of the media and government entities for commentary and insight regarding general aviation — its past, present and future. Poberezny is a noted and nationally recognized authority on significant contributions to aviation including the Wright brothers and the 1903 Wright Flyer.

Poberezny has appeared on network television and been interviewed by hundreds of major newspapers. The House Aviation Subcommittee tapped Poberezny's expertise on general aviation following the events of Sept. 11, 2001.

Combining years of aviation history and event knowledge, Tom Poberezny has spearheaded EAA's initiative to celebrate the Wright brothers' first powered, controlled and sustained flight, entitled EAA's Countdown to Kitty Hawk presented by Ford Motor Company.

Tom Poberezny is one of six Centennial of Flight commissioners working alongside Federal Aviation Administration Administrator Jane Garvey and NASA Administrator Sean O'Keefe. The U.S. Centennial of Flight Commission was created by an act of the U.S. Congress to promote activities that celebrate the past 100 years of flight. As a commissioner, Poberezny has the authority to make broad recommendations to the president of the United States, U.S. Congress and federal agencies.

Since Poberezny was first elected president in 1989, EAA's membership has increased by more than 40 percent. During that time, EAA has also grown into one of the nation's foremost voices for the individual aviation enthusiast and is respected by industry and government alike for its innovation and ability to create solutions enhancing safety and accessibility for those involved in aviation.

Poberezny also is chairman of the organization's annual convention — EAA AirVenture Oshkosh — an aviation gathering for EAA members, their families and guests from around the world. AirVenture has become one of the most significant aviation events in the world with an annual attendance of 750,000 people and 12,000 airplanes at Wittman Regional Airport in Oshkosh, Wis.

Poberezny graduated from Northwestern University with a degree in industrial engineering. He developed an interest in competitive aerobatics and within a few years won the 1973 U.S. National Aerobatic Championship and earned a place on the American team that captured the 1972 world title at Salon, France. In 1972, he joined Gene Soucy and the late Charlie Hillard to form the "Red Devils" (later "The Eagles") Aerobatic Team. For 25 years, the trio was one of the premier acts in the air show industry.

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Henry Ford – Founder – Ford Motor Company

Henry Ford, founder of Ford Motor Company, was born July 30, 1863, in Springwells Township, Mich.

Henry Ford showed an early interest in mechanics. By the time he was 12, he was spending most of his spare time in a small machine shop he had equipped. There, at age 15, he constructed his first steam engine.

Mr. Ford's career as a builder of automobiles dated from 1893 when his interest in internal combustion engines led him to construct a small one-cylinder gasoline model. The first Ford engine sputtered its way to life on a table in the kitchen of the Ford home in Detroit. A later version of that engine powered his first automobile in 1896.

Mr. Ford founded Ford Motor Company on June 16, 1903 – just months before the Wright brothers completed the first powered flight.

Henry Ford is best known as a mass-manufacturer of automobiles. However, it was Mr. Ford who put the nation on wheels, giving the “motor car” idea practicability when he developed the means to mass-produce and sell it at a price within the means of the average worker.

Henry Ford did much the same thing with aviation. Like the early automobiles, the early airplanes found little public acceptance. It was Henry Ford who pioneered the successful adaptation of the basic concept of the airplane and brought aviation and its advantages within the reach of the average citizen. It was his efforts in developing suitable aircraft to serve the public, then building public confidence in their reliability, safety and necessity that put the nation on wings.

Henry Ford's first involvement in aviation came in 1909, just six years after the Wright brothers' first powered flight, when he helped his son Edsel and friends build a primitive monoplane powered by a Ford Model T engine.

In 1923, Edsel Ford invested in the Stout Metal Airplane Company, which built the “Air Pullman,” the world's first all-metal, single-engine high cantilever wing monoplane. From this start, with additional help from Ford Motor Company, the all-metal Stout 2-AT “Air Transport” plane was developed. With it, Ford in 1925 initiated Ford Air Transport Service – the world's first regularly scheduled commercial airline devoted to the business needs of a single company.

In January 1925, Henry Ford dedicated Ford Airport at Dearborn, Mich. It was the first modern airport, boasting the first concrete runway, hangars, dirigible mooring mast, weather station, radio shack for communicating with pilots and terminal facilities for passengers. It also included a restaurant and hotel facilities, plus limousine service to downtown Detroit.

To promote public confidence in commercial aircraft, Ford sponsored a series of “Reliability Tours” that began at Ford Airport and involved numerous aircraft flying several thousand miles with stops at various cities. These tours attracted thousands of spectators and generated public interest in private and commercial aircraft.

In 1925, Henry Ford formed the Stout Metal Airplane Division of the Ford Motor Company. As a result, the sale of Ford-built all-metal single-engine monoplanes began to build the young struggling airmail, express and passenger airlines. This same year, the first experimental Ford Tri-Motor was built.

In 1926, the first Wright “Whirlwind” engine equipped Ford 4-AT Tri-Motor came onto the market. It represented a tremendous technological advance over existing aircraft, and it enabled Ford's new Airplane Manufacturing Division to become the world's largest manufacturer of commercial aircraft. Airlines quickly abandoned their primitive aircraft capable of only carrying airmail and one or two passengers and flocked to buy the Ford Tri-Motor. They were soon used to establish the first transcontinental air service.

Ford's involvement in aviation also played an important role during times of war. During World War I, Ford Motor Company mass-produced the American-designed “Liberty” aircraft engine and developed engines for the Kettering “Bug,” America's first guided missile. After the war, Henry Ford became interested in dirigibles and formed the Airplane Development Division, which pioneered in the development of the world's first metal-clad airship. During World War II, Henry Ford turned his energy toward building thousands of Pratt & Whitney “Double Wasp” aircraft



engines and B-24 "Liberator" bombers.

Mr. Ford married Clara J. Bryant on April 11, 1888. They had one son, Edsel Bryant Ford, born Nov. 6, 1893. Henry Ford died April 7, 1947. He was 83.

Henry Ford was enshrined in the National Aviation Hall of Fame in 1984 for his contributions to the development of the aviation industry and recognized as one of the nation's pioneers in aviation by the U.S. Centennial of Flight Commission on Dec. 17, 2002.

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About EAA's Pilots of the Century

In July 2002, EAA and its Countdown to Kitty Hawk partners announced the four Pilots of the Century: Dr. Kevin Kochersberger of Honeoye Falls, N.Y.; Terry Queijo of Trappe, Md.; Ken Hyde of Warrenton, Va.; and Chris Johnson of Manassas, Va.

Over the past year, all four pilots have undergone extensive training under the direction of renowned test pilot instructor and aviation legend Scott Crossfield, who made aeronautical history as the first person to reach Mach 2 and Mach 3.

Under Crossfield's direction, with training assistance from Northrop Grumman, testing has included practice in a 1902 glider much like the ones used by the Wrights, and also practice in virtual simulators. Crossfield, EAA officials and program sponsors selected the pilots based on skill and training results.

On July 29, 2003, Crossfield, EAA officials and Countdown to Kitty Hawk sponsors announced two "Pilots of the Century." Terry Queijo (pronounced KAY-JO) and Dr. Kevin Kochersberger (pronounced COKE-ERS-BERGER) will take to the skies near Kitty Hawk, N.C., as Orville and Wilbur Wright on Dec. 17, 2003, 100 years after the brothers from Dayton, Ohio, flew the first powered flight. The pilot selection announcement, which was made at EAA Oshkosh AirVenture 2003, was based on skill and training results.

The alternate pilots are: Ken Hyde of Warrenton, Va., a retired American Airlines pilot and president and founder of The Wright Experience – the organization with which EAA contracted to exactly reproduce the 1903 Wright flyer – and Chris Johnson of Manassas, Va., an American Airlines pilot and a major in the U.S. Air Force Reserves.

Dr. Kevin Kochersberger (Pilot of the Century)

Dr. Kevin Kochersberger is an associate professor of mechanical engineering at the Rochester Institute of Technology and a 1,400-hour pilot. He has led the testing of the Wright 1901 and 1902 gliders at the Langley Full Scale Tunnel in Hampton, Va. "My whole background is education," Kochersberger says. "What I try to do is show students what incredible innovators the Wright brothers were. To weave this story into the classroom and the educational materials is an opportunity of a lifetime."

Holding a Ph.D. in mechanical engineering from Virginia Polytechnic Institute & State University, Kochersberger began flying in 1976 when he built a Rogallo-wing hang glider from plans and flew with the other hang gliding pioneers at Jockeys Ridge in Nags Head, N.C. He was 15 years old.

In 1983, he earned his glider rating and two years later his power rating. He owns and operates a Piper Arrow and is an active flight instructor with the Blue Ridge Soaring Society. In 1996, Kochersberger advised a group of students on the construction of an 1896 Chanute-Herring hang glider replica. Before it went on display at the National Soaring Museum in Elmira, N.Y., Kochersberger had the chance to briefly fly the glider at the site of the original flights — the south shore of Lake Michigan — 100 years later.

Data from the tests Kochersberger is coordinating with the 1901 and 1902 Wright gliders at the Langley Full Scale Tunnel will be used to provide realism to the 1902 Wright Glider flight simulator and estimate handling qualities of the Wright aircraft.

Terry Queijo (Pilot of the Century)

Terry Queijo was co-pilot of the historic first all-female flight crew for American Airlines in 1986 and is a captain of Boeing 767s and 757s out of Washington, D.C. But her aviation influences began much earlier.

Queijo's father was a Supervisory Aerospace Engineer for NASA working closely with the Apollo 11 crew and its Lunar Lander. Her first real exposure to airplanes was in college when she learned to skydive and was soon competing in U.S. National Skydiving competitions. Queijo then formed an all-female skydiving team that opened air shows and performed in demonstration jumps. She also found herself in the left seat flying skydivers.

Her flying led to commercial jobs and after stints with several commuter airlines, Queijo landed a job with American Airlines in 1985, making history by being a part of American's first all-female flight crew in 1986.

About piloting the Flyer in December 2003, Queijo says, "It would absolutely mean the world to me. But I know there are other candidates who are just as well qualified. I want the person who is the most qualified and best suit-



ed to fly the airplane.”

Chris Johnson (Alternate Pilot)

A major in the U.S. Air Force Reserves and American Airlines pilot, Chris Johnson says, “To be one of the four people who may be flying this thing, well, it’s beyond my wildest dreams.” Like Queijo, Johnson was also born to a NASA engineer. At the age of 16, he flew solo and earned his pilot’s certificate after graduating from high school. He attended the University of North Dakota, where he earned his commercial and flight instructor certificates and instrument, multi-engine and CFII ratings.

Johnson joined the U.S. Air Force in 1986 and a year later was flying C-141Bs out of Norton AFB in California. While in the Air Force, he had the opportunity to volunteer with an aircraft restoration company and participate as a crewmember on the B-25 “In the Mood,” during the 50th anniversary of the Doolittle Raid. Released from active duty in 1992, Johnson took a job with American Airlines as a 727 flight engineer. He also joined the West Virginia Air National Guard.

In 1994, Johnson began volunteering his time with The Wright Experience team. He also flies for American Airlines from Washington Dulles International Airport. Johnson owns a Luscombe 8E, a Cessna 180 and is part owner of a Grumman TBM-3E Avenger.

Ken Hyde (Alternate Pilot)

Marianne Miller Hudec, great-niece of the Wright brothers, said about Ken Hyde, “I want you to know that in my view the work you are doing would have come first in Uncle Orv’s eyes. No other organization besides yours had devoted itself to validating the science developed by the Wrights. And that is the thing that mattered most to of all to them.”

For The Wright Experience co-founder Ken Hyde, the comments of the great-niece of the Wright brothers matter a great deal. For him, it is important that 100 years from now their work is preserved for future generations to study and understand what these two remarkable men actually accomplished – and how they accomplished it. A 2000 inductee into the Virginia Aviation Hall of Fame, Hyde, along with his wife Beverly and The Wright Experience team, are telling the story that the Wrights always intended to tell, but never did.

Hyde is a retired American Airlines pilot and president and founder of The Wright Experience, which EAA has contracted to exactly reproduce the 1903 Wright Flyer for Countdown to Kitty Hawk.

Hyde’s passion for aviation came at an early age. His father’s interest in aviation was quickly passed on to him. Afternoon family car rides always seemed to end up at the local airport. That passion was fueled by the guidance and encouragement of so many individuals who took an interest in this small town boy from Nokesville, Va. But it was the renowned Charlie Kulp, “The Flying Farmer,” who shared with Hyde his maintenance skills, technical expertise and patience for restoring old airplanes.

Born April 26, 1939, Hyde earned both his pilot’s and mechanic’s licenses while still a high school student. Following high school, he went to work as a mechanic for Capital Airlines. In 1961, he joined the team at Bendix Corporation as a co-pilot/mechanic for the operation of instrumented aircraft for calibrating projects Mercury, Gemini and Apollo worldwide tracking stations prior to joining American Airlines.

He joined American Airlines in 1965 and retired in September 1998 with 33 years of service flying DC-6s, DC-7s, L-188s and Boeing 727s. The same year he went to work for American Airlines, he founded Virginia Aviation, an

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antique aircraft restoration company. He first gained national attention as the restorer of a number of vintage aircraft when his restored Clipped-Wing Monocoupe "Little Butch" took EAA Grand Champion honors in 1975.

Hyde also won EAA grand national champion honors in 1987 with his 1918 Curtiss Jenny. His list of restored projects for museums include aircraft for the National Air and Space Museum's Park Garber facility in Silver Hill, Md., the Cradle of Aviation Museum, EAA Museum, San Diego Aerospace Museum, U.S. Army Museum at Fort Rucker, Ala., U.S. Army Aviation Museum at Fort Sill, Virginia Aviation Museum in Richmond, Va., and the College Park Museum.

But it was in 1992 that Hyde first turned his attention to the Wright brothers. The Army Aviation Museum at Fort Tucker, Ala., commissioned Hyde to build a reproduction of the 1911 Wright Model B that had become the Army's first practical airplane. What he found was that the meticulous Wrights put very little of their work on paper or in one resource place. Instead, Hyde discovered it would take a full-time commitment to fully tell the entire story of what these two brothers accomplished.

That commitment has led Hyde and his wife, Beverly, to fully invest themselves to ensure the success of The Wright Experience. To say they are hands-on would be literal as each has a hand in the daily operation of The Wright Experience. Besides managing the entire project, Hyde works side-by-side with his team from project beginning to project end. Beverly has become an expert seamstress, stitching wing covers for the gliders, kites and aircraft. It is their eye for detail and sacrifice to get things right that separates the Wright Experience from all others.

It is also why the Wright family fully endorses only the Hydés and The Wright Experience. "I think (The Wright Experience) is making a first-rate contribution to both the history and the scientific appreciation of the Wright brothers' achievements," Marianne Miller Hudec said. "I know the Wright brothers would be particularly gratified by (The Wright Experience) efforts to prove their scientific creativity."

Indeed, rediscovering the secrets of the Wright brothers to inspire a new generation is what inspires Hyde and his Wright Experience. Commissioned by EAA and authorized by the National Park Service, Hyde is reproducing the Wrights' ultimate gift to mankind — the 1903 Flyer — and people will see it come to life and be ready to fly on Dec. 17, 2003 at Kitty Hawk.

Hyde's team has made great strides toward understanding the secrets of the Wright brothers. Recently completed wind tunnel tests on the 1903, 1904 and 1911 propellers have shown that the Wright propellers were exceedingly proficient. Projects that are already under way include the construction of a fully accurate, airworthy 1911 Model "B" aircraft; construction, wind tunnel testing and documentation for all of the Wright propellers; construction of the 1899 kite and the 1900, 1901 and 1902 gliders.

With the leadership of Hyde and his wife, The Wright Experience team includes the only engineers and historians who have the ability, expertise, knowledge and dedication to detail to build and fly these aircraft for the first time in nearly a century.



MEDIA RESOURCES

Press releases, media materials and downloadable images are accessible online at www.countdowntokittyhawk.com/news.html.

Images available for the media include:

- Photographs of EAA's 1903 Wright Flyer reproduction.
- Photographs of workers from Ken Hyde's The Wright Experience working on the 1903 Flyer reproduction.
- Photographs of Pilots of the Century.
- Logos for Countdown to Kitty Hawk and its sponsors.
- Renderings of the Countdown to Kitty Hawk Touring Pavilion and Wright Flyer simulators.

B-roll footage of key events and milestones also is available, including:

- EAA's 1903 Wright Flyer reproduction and its maker – Ken Hyde of The Wright Experience.
- Pilots of the Century.
- Edsel B. Ford II, the great-grandson of Ford Motor Company Founder Henry Ford, discussing the automaker's role in aviation history.
- Microsoft "Flight Simulator's" realistic aviation simulation of the historic 1903 Wright Flyer.

To receive future news releases via e-mail or fax, send an e-mail to jrhudy@crtpr.com.

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