

# The Flyer



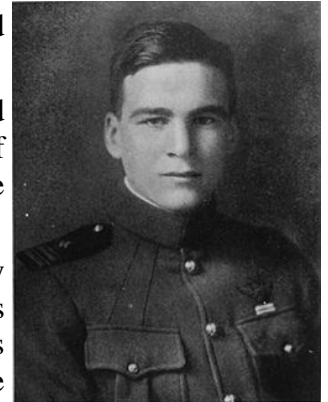
**2011-3**

## **2011 FIRST FLIGHT SOCIETY SHRINE HONOREE**

DAVID SINTON INGALLS was the only United States Navy Flying Ace in World War I, and thus, he was the first ace in U.S. Navy history.

Born to a life of privilege in Cleveland, Ohio, at 17 years of age Ingalls was a pre-med student at Yale where he enjoyed tinkering with aircraft, and enlisted as a member of the First Yale Unit, a group of aviation pioneers. As such, he became a member of the US Naval Reserve Flying Corps and obtained his pilot license.

On March 17, 1917, Ingalls enlisted into Naval Aviation and was called to active duty in April of that year. After aviation training, Ingalls was sent to Europe where he was attached to British squadrons throughout the war. Flying Sopwith Camels in attacks on the Germans, Ingalls scored six victories to become the Navy's first ace. He received the Distinguished Service Medal, the British Distinguished Flying Cross and the French Legion of Honor.



After the war he received a degree in law from Harvard in 1923, began the practice of law, was elected to the Ohio Legislature in 1926, and in March 1929, President Herbert Hoover appointed him Assistant Secretary of the Navy in charge of aviation. He returned to his law practice; however, serving as a Lieutenant Commander in the Naval Reserve he was recalled to help develop the Naval Air Station at Honolulu in World War II. He became Chief of Staff for Forward Area Air Center Command, then Commander of Pearl Harbor Naval Air Station, retiring with the rank of Rear Admiral.

David Ingalls later became Vice President of Pan Am World Airways, president and publisher of the Cincinnati Times-Star, Vice Chairman of Taft Broadcasting Company and was active in a wide variety of civic, sports and non-profit organizations. In 1983 he was inducted in the National Aviation Hall of Fame.

David S. Ingalls was married, had five children, and died on April 26, 1985.

*See insert page for more information on the 108th Celebration of Powered Flight, December 17, 2011*

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## *A Special Invitation — Luncheon Recognizing Lifetime Members*

Special recognition and honor will finally be given to those persons who have “put their money where their interest is” by investing in a Lifetime Membership in the First Flight Society.

The Lifetime membership classification was begun in the early years of the Society with a one-time contribution of \$150. Through the years the ante grew to \$500, and most recently the revised classifications place a lifetime membership at \$1,000. Currently the Society is honored to have 198 Lifetime members.

On December 16, at 12:00 Noon, the Society will host a special luncheon for Lifetime members and their guests at Pamlico Jack's Restaurant. It will be an opportunity to renew acquaintances and rekindle the spirit of participation in the great cultural heritage given to us through the “undaunted endeavors” of Orville and Wilbur Wright, who in 1903 opened the door to the many facets of the world as we know it today.

Invitations will be mailed to Lifetime members. Guests and all other members are invited and encouraged to attend. Luncheon is complementary for Lifetime members; cost is \$25 for all others. Reservations are necessary. For more information call 252-441-1903, or email [dec17@firstflight.org](mailto:dec17@firstflight.org).

## In Memoriam—2011

- Mrs. Betty Skelton Frankman Erde, “First Lady of Firsts” and 2010 honoree—her portrait hangs in the First Flight Shrine in the Visitors Center at the Wright Brothers National Memorial.
- Lt.Col. Robert Ballance, USAF (Ret)—Lifetime Member since 2003, Montclair, VA
- Dr Mary Finch, Lifetime Member since 1983, High Point, NC
- Col Ronald Hoelzer, Lifetime Member since 2004, Tampa, FL
- Mrs. Evelyn Davis Slott—daughter of Ike P. Davis, a founder of the First Flight Society, Burlington, NC

## TENTATIVE CALENDAR OF EVENTS - 108th CELEBRATION OF POWERED FLIGHT— DECEMBER 16-17, 2011

### Friday, December 16:

12:00 Noon-2:00 PM .....Luncheon Honoring Lifetime Members, Pamlico Jack’s Restaurant, Nags Head  
 6:00 PM – 7:00 PM.....Social Hour, Hilton Garden Inn, Kitty Hawk  
 7:00 PM until - .....Celebration Dinner with Entertainment

### Saturday, December 17: Wright Brothers National Memorial Pavilion

8:30 AM – 9:00 AM.....General Aviation Fly-By (pending)  
 8:30 AM – 9:00 AM.....Northeastern High School Band Concert  
 9:00 AM – 10:30 AM.....108<sup>th</sup> Celebration Ceremonies  
 10:35 AM.....Military Fly-By  
 11:00 AM – 11:30 AM.....Placing of the Wreaths – Boulder Site  
 12:30 PM – 2:00 PM.....Luncheon – Hilton Garden Inn, Kitty Hawk  
 2:15 PM – 3:00 PM.....Annual Meeting – Hilton Garden Inn

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## President’s Message



Geneva H. Perry

Greetings to all! This has been an interesting summer on the Outer Banks – smoke, heat, hurricane, flood waters,

mosquitoes – we can really welcome the fall season and look forward to all the exciting plans in the making for the First Flight Society.

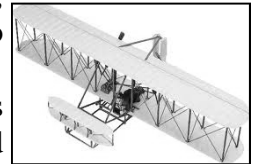
Details of events for the December 16-17 celebrations are in other articles in this newsletter, and I hope you will read all about the festivities and make your plans now to attend all events. We will have a great December 17<sup>th</sup> program, recognizing the 100<sup>th</sup> Celebration of Naval Aviation, with outstanding military personnel as our special guests, and the giant power

of Naval aircraft as they pay tribute to the Wright Brothers with a fly-over of the hallowed grounds of aviation. It is appropriate that our Shrine inductee this year was the Navy’s first ace.

The past few months have been busy and exciting for the Board of Directors. The Board completed the re-classification of membership categories, passed the by-law revisions bringing them up-to-date, made plans to move into a permanent office in the Wright Brothers Memorial Park, heard the first report from the organizational review committee, and addressed the financial needs of the Society. There is much more work to be done. My special thanks to all those Board members who give their time and talents to make our Society stronger and enable us to fulfill our mission.

FROM THE COCKPIT – pray for good weather – we want for a smooth December landing!

Best Wishes,  
 Geneva



“I confess that in 1901 I said to my brother Orville that man would not fly for fifty years.”

Wilbur Wright



## Centennial of Naval Aviation to be the theme of December 17, 2011

*by Noel Preston and Sarah Downing*

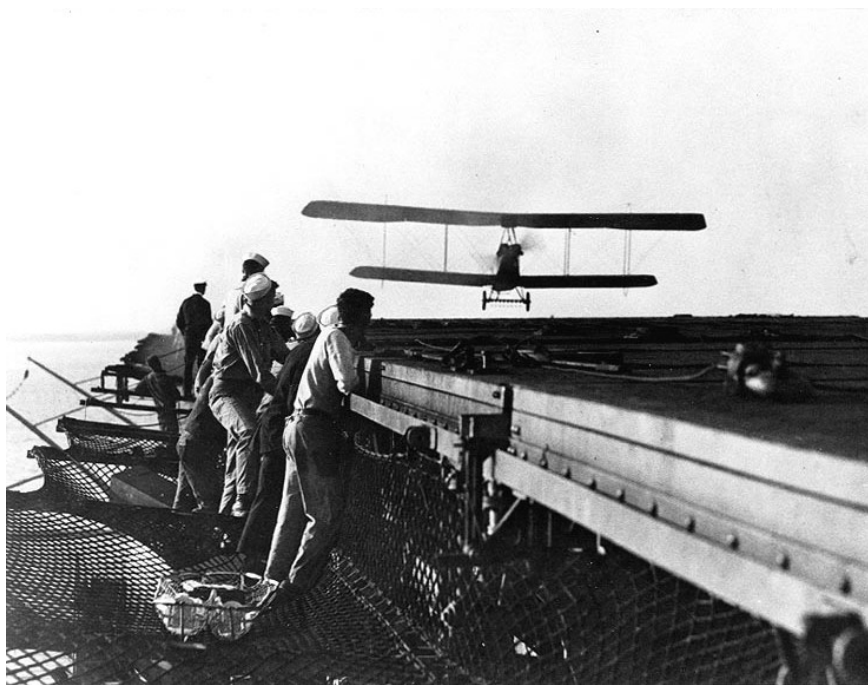
This year's December 17<sup>th</sup> commemoration of the Wright brothers' first flight in 1903 will not only celebrate the "undaunted resolution and unconquerable faith" of the two fellows from Dayton, Ohio, it will also highlight the Centennial of Naval Aviation.

Throughout 2011 numerous celebrations and tributes have taken place across the nation to celebrate milestones in the aviation history of the US Navy, Marine Corps and Coast Guard. For the past century the men and women who fly and maintain the aircraft of these Services have excelled at their mission: Win wars, protect the homefront and enable peace. The Wright Brothers National Memorial is the perfect place to recognize Naval Aviation achievements as the centennial year draws to a close.

In September 1910 Captain Washington Irving Chambers was designated Navy's first Aviation Officer – the "Father of Naval Aviation". By November 1910, civilian pilot Eugene Ely had made the first airplane takeoff from a ship, and on January 18<sup>th</sup>, 1911, the first shipboard landing was accomplished. On May 8<sup>th</sup>, 1911, Navy ordered its first aircraft – the Curtiss A-1 Triad -- and on July 1<sup>st</sup>, 1911, Lieutenant Ted Ellyson, Naval Aviator #1, flew that first Navy aircraft. Naval Aviation was airborne, and never looked back!

The milestones are numerous. The first Naval Aviation combat operations were flown from USS MISSISSIPPI to Veracruz, Mexico in 1914. In World War I LTjg David Ingalls flying a Sopwith Camel with the First Yale Unit in Europe became the first Navy Ace, downing five enemy airplanes and one balloon.

In 1919, the Curtiss seaplane NC-4 hopped from the United States to Newfoundland, to the Azores and then onto Lisbon, Portugal to complete the first Transatlantic flight.



In March 1922 the USS LANGLEY (CV 1), a converted coal collier, was commissioned as the first aircraft carrier, and the first two fleet carriers, USS LEXINGTON and USS SARATOGA, were commissioned in 1927.

But it was in World War II that the capability of Naval Aviation flying from aircraft carriers – with flexible, persistent, and lethal projection of power -- was demonstrated conclusively as an essential element of our Nation's armed forces. The Battle of the Coral Sea in the Pacific was the first battle in which opposing naval vessels were not in direct contact. At the Battle of Midway in early June 1942, Naval Aviation planes turned back the Japanese fleet and marked the turning

point in the Pacific war. Throughout the advance across the Pacific, Navy and Marine aircrews played key roles in destroying the Japanese fleet and supporting Allied forces on the ground. Long-range surveillance,

search and rescue (SAR), and anti-submarine warfare (ASW) operations were conducted by seaplanes and land-based Navy patrol aircraft.

The value of aircraft carriers as mobile U.S. air bases able to go anywhere in international waters was again demonstrated as Naval Aviation provided the first aviation assets on station in Korea. This conflict also saw the emergence of helicopter medevac and SAR operations. Vietnam highlighted again the reliance on Naval Aviation and aircraft carriers to do our Nation's bidding, and brought further evolution of helicopter operations for aerial assault, logistics, SAR, and medevac missions. And during Operation DESERT STORM in 1991, close to 30,000 sorties were flown by Navy and Marine aircraft – many from six aircraft carriers in the Arabian Gulf and Red Sea and from amphibious assault ships.

The Naval Aviation team continues to go where needed, when needed. Following the September 11, 2001 attacks, the administration had to bring firepower to Afghanistan, but had no immediately available land bases. The dilemma was solved by Navy carrier aircraft, and through November 2001 aircraft carriers were the only source of U.S. tactical strikes in Afghanistan. Today, Naval Aviation is engaged around the world, particularly with ongoing combat and support operations in Iraq, Afghanistan and elsewhere.

But Naval Aviation has not been about combat only. Commander Alan Shepard, the first American in space, was a Naval Aviator. So were LtCol John H. Glenn, Jr., the first American to orbit the earth, and Neil Armstrong, the first man to walk on the moon.

And one of the Navy's long-term missions has been Humanitarian Assistance/Disaster Relief. An early application of Naval Aviation's capability in this area occurred almost 82 years ago in December 1929 when a severe power shortage threatened Tacoma, Washington. The aircraft carrier USS LEXINGTON (CV 2) moved to Tacoma, connected to the grid and provided electric power to Tacoma for thirty days. More recently we've seen significant medical and logistics responses to a tsunami in Indonesia, and an earthquake in Haiti. Truly, Naval Aviation is an important part of U.S. Navy's "Force for Good."

So what will Naval Aviation look like in the next 100 years? We'll see new technologies and capabilities – things like electro-magnetic launch systems for aircraft operating from new aircraft carriers, integration of carrier-based unmanned aircraft systems (UAS) in the air wings, and stealth strike-fighters. But some things won't change. Aircraft carriers will continue to take 4.5 acres each of sovereign U.S. territory – and a lethal air wing of strike aircraft -- to any part of the 70% of the earth covered by international waters. The aircraft carrier strike group will continue to be a flexible and intimidating tool of U.S. diplomacy, and a rich source of medical, logistics, communications and support capabilities for humanitarian assistance and disaster relief. Most importantly, some of the best and brightest young men and women of our Nation will continue to join and serve in Naval Aviation, and will proudly wear the Wings of Gold.

Highlights of this year's December 17<sup>th</sup> commemoration will include a top notch fly-over featuring aircraft of the Navy, Marines and Coast Guard; noteworthy naval aviation speakers, and a special social event on December 16. Check the website for details <http://www.firstflight.org/index.php>. To learn more about the Centennial of Naval Aviation visit [www.public.navy.mil/airfor/centennial/Pages/welcome.aspx](http://www.public.navy.mil/airfor/centennial/Pages/welcome.aspx)



## DIRECTOR OF THE JOINT STAFF TO ADDRESS THE 108<sup>TH</sup> ANNIVERSARY OF POWERED FLIGHT *By LtCol Zene Fearing USMC (Ret)*



The First Flight Society takes great pleasure in announcing that Vice Admiral William E. Gortney, U.S. Navy, the current Director of the Joint Staff at the Pentagon, has accepted the opportunity to be the keynote speaker at the 108th Anniversary of Powered Flight at the Wright Brothers National Memorial, Kill Devil Hills, NC on the morning of Saturday, December 17, 2011. This event coincides with the final celebration in recognizing the '100th Anniversary of Naval Aviation,' when on January 27, 1911, U.S. Navy Lieutenant Theodore G. "Spuds" Ellyson, took off in a Curtis "grass cutter" plane in San Diego Bay, CA to become the first naval aviator.

As the Director of the Joint Staff, VADM Gortney, a three-star billet, assists the Chairman of the Joint Chiefs of Staff with the management of the Joint Staff, an organization composed of approximately equal numbers of officers contributed by the Army, Navy, Marine Corps, and Air Force, who have been assigned to assist the Chairman with the unified strategic direction, operation, and integration of the combatant land, naval, and air forces.

Prior to his assignment as the Director, VADM Gortney was the Commander U.S. Naval Forces Central Command/U.S. 5th Fleet in Bahrain. His area of responsibility encompassed the Middle East, including supporting combat operations in Afghanistan and Iraq. It was during his tenure, that his SEAL Team marksman aboard the USS Bainbridge rescued Maersk MV Alabama skipper Capt Richard Phillips by dispatching three Somali pirates on the lifeboat on April 12, 2009. VADM Gortney was interviewed on an historical segment regarding the rescue on both the History and Military Channels.

VADM Gortney was born in La Jolla, CA and hails from Winter Park, FL. His father is a retired Navy Captain fighter pilot and his sister who also retired as a Captain in the Navy Medical Corps. He is a 1977 graduate of Elon University earning a Bachelor of Arts in Political Science. He was an officer in the Kappa Sigma Fraternity a member of the varsity soccer team and rugby club. He has earned a Master of Arts Degree in International Security Affairs from the Naval War College, Newport, RI in 1996. VADM Gortney entered Aviation Officer Candidates School at NAS Pensacola, FL and received his commission as an Ensign in September 1977. In December 1978, he received his "Wings" and designation as a Naval Aviator following graduation from the jet strike pilot training.

Throughout his 34-years of naval service, VADM Gortney has had numerous shore and operational assignments, from flying and commanding Strike Fighter squadrons to serving as Commander of Carrier Air Wing 7 on board the USS Dwight D. Eisenhower and Commander, Carrier Strike Group TEN aboard the USS Harry S. Truman in support of Operation IRAQI FREEDOM and Maritime Security Operations in the Arabian Gulf.

VADM Gortney has flown over 5,360 flight hours and 1,265 carrier-arrested landings, primarily in the A-&E Corsair II and F/A-18 Hornet. A few of his many decorations include the Navy Distinguished Service Medal, Defense Superior Service Medal, five Legion of Merits, Bronze Star, two Defense Meritorious Service Medals, three Meritorious Service Medals, Air Medal with one gold star, plus numerous unit, service, campaign and foreign awards.



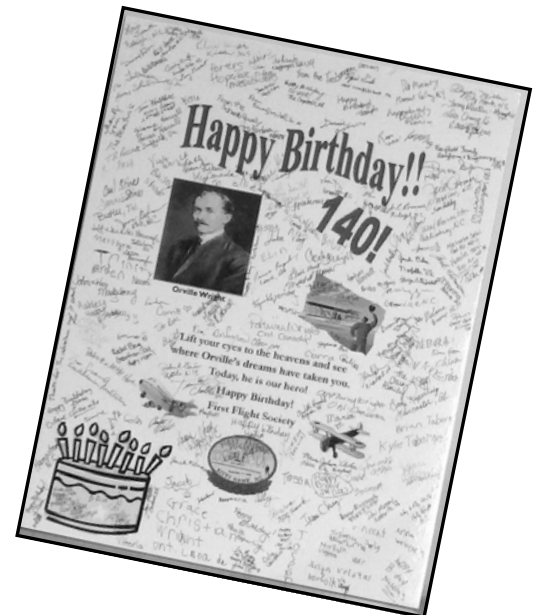
PO Box 1903  
Kitty Hawk, NC 27949

## ORVILLE'S BIRTHDAY CELEBRATION

August 19 was an exciting family fun day at Wright Brothers National Memorial as everyone celebrated National Aviation Day and Orville Wright's 140<sup>th</sup> Birthday!

We extend a special thank you to Bill Dyer, Glenn Eure and his military comrades Harry Hagenbrock, Frank Maturo and Jack Thomson for sharing their exhibits, model planes, military dress and experiences with our visitors. It was a great photo-op for children to dress up in the helmets, vests and other military gear.

A giant birthday card celebrating Orville's 140<sup>th</sup> Birthday was signed by our visitors. Some visitors were from other countries who signed greetings in their native language. A side note: one young man wanted to know if we were going to send "him" the card, and we replied "we were working on it!"



**We're on FaceBook  
(First Flight Society)  
Or follow us on Twitter:  
@KittyHawkDec17**

**Welcome to our  
newest members!  
Mr. Scott Henry, MD  
Ms. Nancy Bailey Muller, NC  
Mr. Kenneth Pagurek, NC**

**Office Hours:  
Tuesdays - 2pm to 4pm;  
Fridays - 10am to noon  
dec17@firstflight.org  
252-441-1903**