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THE WRIGHT FLYER

The Wright Brothers patent is illustrated to be a non-powered flying machine. What is important to the success of the patent is with the claim of a new and useful method of controlling a flying machine by what the Wright's called wing-warping as well as other methodes of changing the angle of each wing.

Glen Curtiss devised ailerons to initiate lateral control of his wing design. Curtiss then sold an aircraft in 1909 with his aileron design that began a fire storm of legal action by the Wright Brothers against Curtiss for refusal to pay license fees and patent infringement. In 1914, a U.S. Court of Appeals upheld a verdict in favor of the Wright Brothers.

With WWI approaching U.S. firms were unable to build adequate numbers of planes for the military due to the license fees and threat of infringing on the Wright patent. French planes were the primary choice for government contracts to fill the need of the American air forces. The U.S. government pressured the industry to form the Manufactures Aircraft Association, to whom members paid a blanket fee for the use of aviation patents. By then a successor to the Wright company was Wright-Martin company. Under the agreement of this cross-licensing organization, the Wright-Martin and Curtiss companies each received a \$2 million payment ending the patent dispute. In 1929 Wright Aeronatical Corporation and Curtiss Aeroplane company merged to form Curtiss-Wright corporation.

There was great interest in aviation and by 1919 Raymond Orteig issued a challenge to the Aeronautical world by offering \$25,000 for the first successful New York to Paris flight. A young pilot flying with the U.S. Mail Service in 1926 realized that a modern radial air-cooled motor, high lift airfoils, and lightened construction would be the right combination for success. The young pilot carefully investigated the options and decided on the design of a single motored monoplane and placed an order with Ryan Airlines of San Diego, California, on February 28, 1927, for a plane equipped with a Wright Whirlwind J.5.C 200-H.P. radial air-cooled motor and Pioneer navigating insrtuments including the Earth Inductor Compass.

The young pilot, Charles A. Lindbergh took off from Roosevelt field at 7:52 A.M. on Friday, May 20-1927 bound for Paris carrying 450 gallons of fuel for the 33.5 hour flight to Paris.

Success. Charles Lindbergh had risen to the rank of Brigadier General, receiving many military, civic, and international awards that included the Medal of Honor.

Curtiss-Wright Corporation is a diversified global provider of highly engineered products and services in the area of motion control, flow control and metal treatment.