



**EAA 172 Breakfast Fly-in**  
 April 13, 2013, 9:00 AM  
 Pea Patch Aerodrome (61GA), Blythe, Georgia

**EAA 172 Meeting**  
 May 11, 2013, 12:30 PM  
 Pea Patch Aerodrome (61GA), Blythe, Georgia

**EAA 172**  
**Wrens O.B. Brown Memorial Fly-in**  
 June 7, 6:00 PM at the Wrens Memorial Airport (65J), Wrens, GA  
 "Bring your own meat" meal, club supplies the extras (except sidedishes).  
 June 8, 9:00 AM at the Wrens Memorial Airport (65J), Wrens, GA

*Birthdays*

Bill	JOHNSON	04-01			
Herb	WATSON	04-04			
Brian	MULHERIN	04-07	Cindy	ZGOL	04-10
Robert	KNIGHT	04-11	Carol	JARRARD	04-15
Jean	HILDEBRANT	04-16			
Robbie	McMILLAN	04-19			
Kenneth	MOORE	04-27			
Shane	NOTHDURFT	04-30			

*Anniversaries*

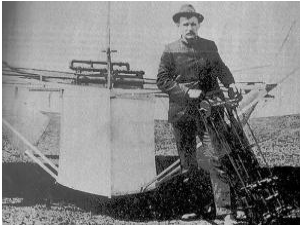
Bruce & Patty	CAMERON	04-11
Bobby & Mary Ann	BRASWELL	04-12
Sidney & Cathy	BROWN	04-15
Don & Virginia	BUSH	04-17
Juan & Gaye	HILL	04-21

## EAA 172 Night Out

Thursday, April 25: EAA 172 monthly "get-together" -- Social Meeting 6:30 PM -- This is a monthly non-business social gathering held on the fourth Thursday. This month's location is the **French Market Grille**, 425 Highland Ave, Augusta, Georgia 30909. Phone number: 706-737-4865. The French Market Grille Website: [French Market](#) . For a map and directions, click on: [French Market directions](#). For questions contact Shirley Harden 706-855-1553 e-mail: [ghardensr@comcast.net](mailto:ghardensr@comcast.net) .  
 On the Web go to [nightout.jcmservices.net](http://nightout.jcmservices.net)

## WERE THE WRIGHT BROTHERS THE FIRST?

In the foreword of the 100th edition of *Jane's All the World's Aircraft*, Jane's editor Paul Jackson cites the work of Australian aviation historian John Brown that Gustav Whitehead piloted a powered aircraft years before the Wright Brothers. Brown's evidence includes a 1901 article describing Whitehead's sustained flight in a controlled powered aircraft flown from a field in Connecticut, ahead of the Wrights' 1903 flight. The Jane's editor describes what happened in Bridgeport, Connecticut, on August 14, 1901. "It was in the summer of 1901 that Whitehead flew his airplane, which he called the Condor I. In the still air of dawn, the Condor's wings were unfolded and it took off from open land at Fairfield, 15 miles from the city, and performed two demonstration sorties. The second was estimated as having covered 1½ miles at a height of 50 feet, during which slight turns in both directions were demonstrated." Jackson credits the long work of aviation researcher John Brown for much of the recently uncovered evidence that Whitehead's flight was indeed number one.



Gustav Whitehead with the Condor I

According to Jackson, Brown's Website [www.gustave-whitehead.com](http://www.gustave-whitehead.com), is packed with evidence.

However, AOPA Senior Vice President of the Center to Advance the Pilot Community, Adam Smith, is also an aviation historian who has studied claims of the first powered flight for years. Smith wrote "At least two people likely got a powered aircraft off the ground before the Wright Brothers—Clement Ader in 1890 and Karl Jatho in 1903. But these were short hops and not controlled, sustained flight," Smith provides a list of other pilots researchers claim beat the Wright brothers. So, other than Whitehead, who tops the list of claims to the first powered flight, according to Smith's research:

- Felix Du Temple, France, 1874;
- Alexander Mozhaiski, Russia, 1884;
- Clement Ader, France, 1890, 1897;
- Hiram Maxim, England, 1894;
- Augustus Herring, Michigan, 1898;
- Rev. Burrell Cannon, Texas, 1902;
- Richard Pearse, New Zealand, 1902-1903;
- James Preston Watson, Scotland, 1902-1903;
- Karl Jatho, Germany, 1903.

Critics that include the National Aviation Heritage Alliance (NAHA) and a senior curator for the Smithsonian Institution, Tom Crouch, have refuted the claims that Gustav Whitehead piloted a powered aircraft years before the Wright Brothers. NAHA cites a letter written by Crouch on March 15, 2013, that claims an individual cited by a 1901 newspaper article as a "witness" of Whitehead's alleged flight later said he "was not present." According to Crouch, the "witness" told an investigative journalist in 1936 that "I do not remember or recall ever hearing of a flight with this particular plane or any other that Whitehead ever built." Find the full text of Crouch's letter here ([Crouch Letter PDF](#)).

(Information adapted from multiple sources including *Jane's All the World's Aircraft*, *Scientific American* (12/15/1906), and March, 2013, references of NAHA Alliance, eHotline, AvwebFLASH, Flying Magazine, and AOPA ePilot)

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## FAA CONTROLLERS WILL BE AT AIRVENTURE 2013

Planning for EAA [AirVenture 2013](#) air operations is continuing as normal despite Friday's announcement that the Wittman



Regional Airport contract tower's year-round operations will now end June 15 because of federal budget sequestration mandates. The Wittman tower was among 149 contract towers that the Federal Aviation Administration selected for closure as part of the sequestration closure plan.

"While we're disappointed to learn of the Wittman tower closure, it's important for everyone to understand that air traffic operations during and surrounding AirVenture will not be adversely affected," said Sean Elliott, EAA's vice president of advocacy and safety. "It's important to separate the AirVenture air traffic operations with year-round activities at Oshkosh, even as it is one of the state's five busiest airports throughout the year. We are continuing to work with FAA officials to ensure that the highest levels of safety and coordination are maintained when Wittman becomes the world's busiest airport during AirVenture." EAA Oshkosh Airventure® is scheduled for July 23 – August 4, 2013. ([EAA eHotline](#) March 28, 2013)