

DAYTON AVIATION HERITAGE

General Management Plan
Interpretive Plan

National Historical Park • Ohio

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General Management Plan
Interpretive Plan

November 1997

DAYTON AVIATION HERITAGE

National Historical Park • Ohio

United States Department of the Interior • National Park Service

VISION FOR DAYTON AVIATION HERITAGE NATIONAL HISTORICAL PARK

Dayton, Ohio, will be known as the birthplace of aviation. Visitors to Dayton Aviation Heritage National Historical Park will see how the invention of the airplane influenced the course of human history, how aviation, science, and engineering evolved, and how new technologies derived from it continue to shape American lives. As part of the Dayton experience, the park will educate the public about the lives and work of three uncommon men whose lofty goals were achieved through intelligent effort and persistence.

The park will be a focal point for information on the Wright brothers, who made the world's first, free, controlled, and sustained flight in a power-driven, heavier-than-air machine. The park will relate the story of acclaimed author/poet Paul Laurence Dunbar. The park also will be a catalyst, attracting other aviation-related entities to the area in a way that increases visitors' opportunities to learn about aviation heritage. Despite the physical distance between resources, visitors will experience the park and its stories as a unified interpretive framework. Local and regional communities will feel a sense of stewardship for the significant sites and objects associated with the lives of the Wright brothers and Paul Laurence Dunbar.

The park will cooperate with legislated partners and other entities for management, interpretation, transportation, research, stewardship, and facility development for sites in and outside the park boundaries. Visitors will have the opportunity to experience different sites in a variety of ways. Interpretation will stimulate visitors' interest in learning more about the primary stories, as well as about the history of Dayton and the natural history of the area.

The park will be an integral part of the community. Although changes may occur in the neighborhood surrounding the core unit and other sites, visual qualities will continue to contribute to the historical context of the park. The residents in the neighborhood surrounding the core unit will find that the park brings improvements that help the community to achieve its goals.

The Paul Laurence Dunbar State Memorial, a national historic landmark, will focus on information about Dayton writers and will serve as a center for promoting creative writing. At the Dunbar House, visitors will learn about the life and literary works of Paul Laurence Dunbar as the first African-American writer to gain acceptance among national and international literary critics. His legacy will inspire visitors to learn more about African-American history and literature.

SUMMARY

This document is organized into two primary chapters — the *General Management Plan* and the *Interpretive Plan* for Dayton Aviation Heritage National Historical Park. Both plans are based on and celebrate the significant aeronautical advances made by the Wright brothers and the literary contributions made by their friend Paul Laurence Dunbar. The two plans stand on their own but are also interrelated. In some cases, there is overlap between the two when describing the park, evaluating the proposals, and making recommendations for future actions. Because interpretation will play a major role in the development of this park, it was determined that combining the plans would present a more complete picture of the park's proposed course of action.

Background information on the park, the purpose of and need for the plan, the approach on planning, and how the *General Management Plan* relates to other planning activities in the area is presented in the introduction to the document. The introduction also emphasizes the fruitful interrelationship of the various partners that led to the preparation of the *General Management Plan* and the *Interpretive Plan.*

The *General Management Plan* is the guiding force for the park's development, management, and operations. It outlines the steps that the Park Service and its legislated partners will take in developing facilities and enhancing the visitor experience at the park. The plan describes the collaborative approach of the partnership, the visitor experience, neighborhood outreach, transportation and circulation, and general costs for implementing the plan.

The *Interpretive Plan* details the kinds of visitor activities and experiences that will occur at each site within the park. Interpretive themes, the desired visitor experience and goals, and the recommendations for implementing the interpretive vision for the park are the key elements of the plan. The *Interpretive Plan* is an important component of the *General Management Plan* and together set the direction for management and operations of the park well beyond the 100th anniversary (in 2003) of the Wright brothers' first flight.

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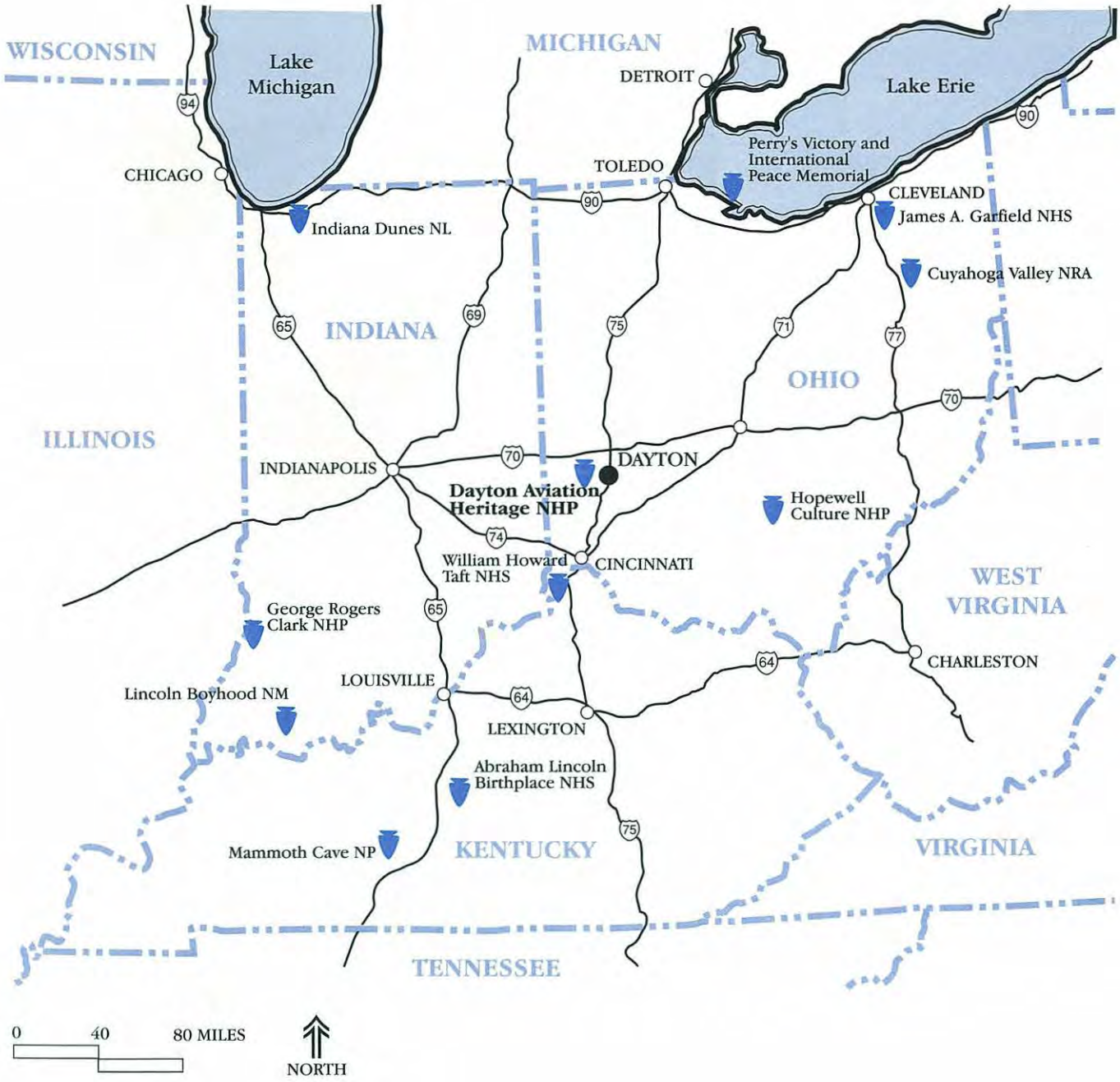
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REGION

Dayton Aviation Heritage National Historical Park

United States Department of the Interior
National Park Service
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Photo courtesy of Ohio State Historical Society

"My mother, who had no education except what she had picked up herself, and who is generally conceded to be a very unusual woman, taught me to read when I was four years old. Both my father and herself were fond of books and used to read to us as we sat around the fire at night."

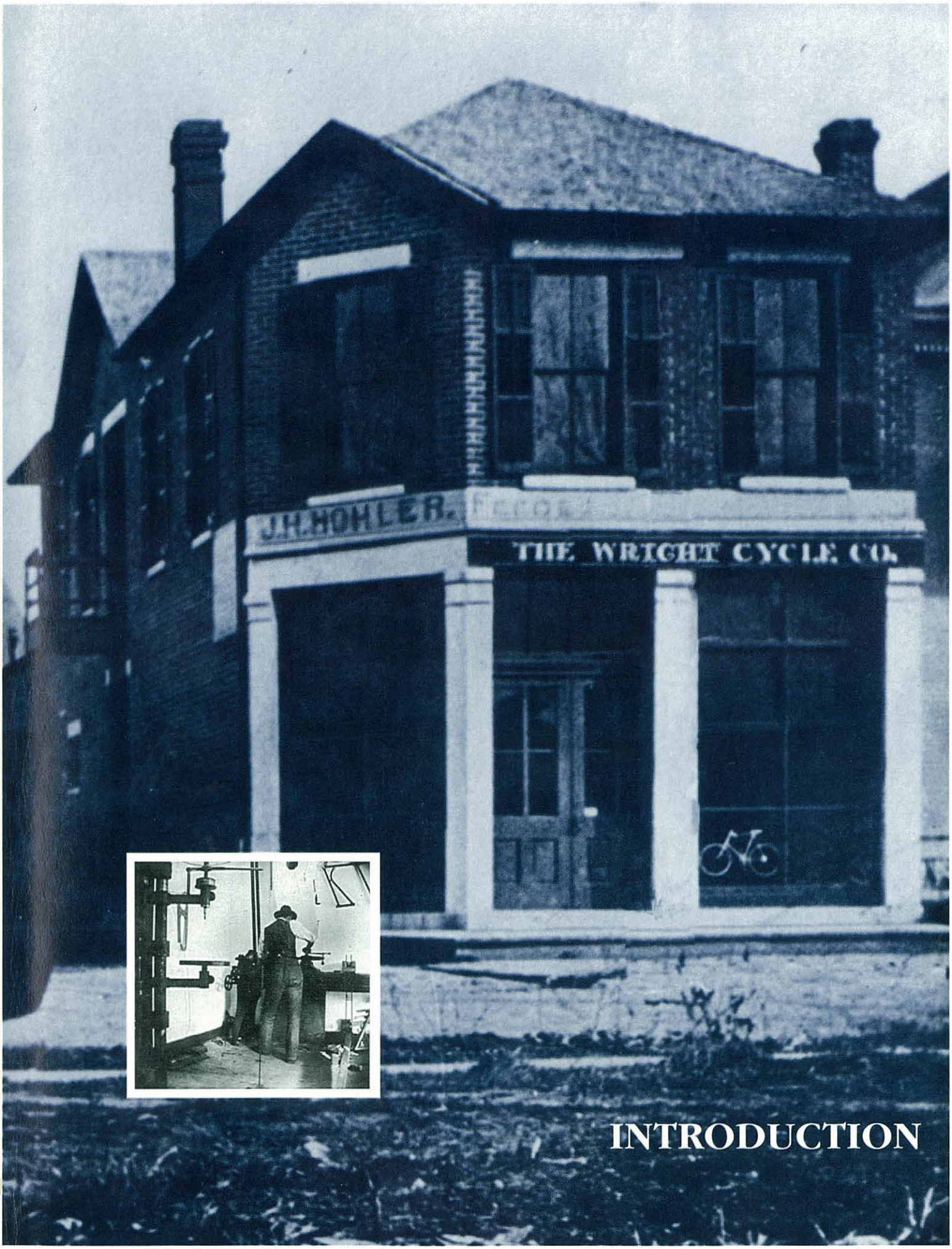
Paul L. Dunbar
(Quoted in *The Philadelphia Times*, 1902)



Photo courtesy of special collection and archives, Smithsonian Institution, National Air and Space Museum

" . . . we were lucky enough to grow up in a home environment where there was always much encouragement to children to pursue intellectual interests; to investigate whatever aroused curiosity. In a different kind of environment, our curiosity might have been nipped long before it could have borne fruit."

Orville Wright
(Quoted in Kelly, 1943)



INTRODUCTION

Park Purpose and Significance

Based on a study of legislation, discussions at workshops with the partners, and comments from the public, the following statements reflect the congressional intent for establishing the park. The purpose of Dayton Aviation Heritage National Historical Park is to

- commemorate the legacy of three exceptional men — Wilbur Wright, Orville Wright, and Paul Laurence Dunbar — and their lives and works in the Miami Valley
- recognize the national significance of the contributions made by Paul Laurence Dunbar and the Wright brothers and the city of Dayton's role in their contributions
- promote preservation and interpretation of resources related to the lives of these three men and the invention of flight through a management framework based on cooperation among the diverse groups that share an interest in aviation history and Paul Laurence Dunbar

Dayton Aviation Heritage National Historical Park is significant because

- it is situated in the neighborhood where the Wright brothers first became interested in and investigated the basic principles of flight
- it contains the only existing original buildings at their original locations and resources associated with the Wright printing and bicycle businesses
- it is the place where the world's first successful, heavier-than-air, power-driven, and controlled airplane was designed and built
- it contains the world's first practical airplane and the first flying school
- it contains the home of renowned African-American author/poet Paul Laurence Dunbar



Photographs courtesy of Wright State University, Special Collections and Archives, and The Library of Congress

BACKGROUND

Our first interest (in flight) began when we were children. Father brought home to us a small toy actuated by a rubber spring which would lift itself into the air. We built a number of copies of this toy, which flew successfully. By "we" I refer to my brother Wilbur and myself. But when we undertook to build the toy on a much larger scale, it failed to work so well.

Orville Wright, 1920
(Quoted in McFarland, ed., 1990)

The 2003 Committee, comprised of community leaders and activists, played a leadership role in the Celebration of Dayton '96 Program in preparing for the community's bicentennial celebration throughout 1996. The committee is also involved in the Century of Flight Program that is preparing the celebration of the Centennial of Flight in 2003. As godparent to the park, the committee diligently nurtured and guided the effort to make the park a reality. Having generated the grassroots support and the idea for a national park in Dayton, The 2003 Committee helped prepare the enabling legislation and gained the bipartisan support of political leaders that led to establishment of the park.

ESTABLISHMENT OF A NATIONAL HISTORICAL PARK

Congress established Dayton Aviation Heritage National Historical Park on October 16, 1992 (PL 102-419). The legislation describes the following four noncontiguous sites in the park:

a core unit in Dayton consisting of The Wright Cycle Company building, Hoover Block, and lands between Huffman Prairie Flying Field at Wright-Patterson Air Force Base

The 1905 Wright Flyer III and Wright Hall in Carillon Historical Park

The Paul Laurence Dunbar State Memorial

The authorizing legislation also directs the Park Service to conduct a feasibility study of selected resources within the Wright-Dunbar neighborhood and The Wright Company factory to determine if they should be included in the park (see appendix A).

PARK PARTNERS

Mandated Partners

The legislation charges the Park Service with promoting public-private partnerships in all aspects of park development and management. The National Park Service, Ohio Historical Society, Wright-Patterson Air Force Base, and Carillon Historical Park each own and administer one of the above park sites. These four entities comprise the park's management partners.

Dayton Aviation Heritage Commission

Following completion of the 1991 NPS management alternatives study of aviation and the legacy of Paul Laurence Dunbar in Dayton, community leaders and the Ohio congressional delegation drafted legislation to make their dream of a national park system unit in Dayton a reality. Those leaders envisioned a major national park system unit encompassing various sites

scattered throughout the greater Miami Valley along with a revitalized West Dayton. Designation of the park and National Park Service involvement hopefully will result in the park becoming a reality.

The final legislative process, however, took a different approach. Rather than adopting legislation that assigned responsibility entirely to the National Park Service, Congress chose another option. Congress determined that the National Park Service will play an important but limited role in making the "Dayton Dream" a reality. To accomplish another critical part of the dream, Congress chose instead to create the Dayton Aviation Heritage Commission. The commission was given the primary responsibility for the preservation and interpretive activities outside the boundaries of a very small national park system unit.

The park's authorizing legislation provides for establishment of the Dayton Aviation Heritage Commission to "assist federal, state, and local authorities and the private sector in preserving and managing the historic resources in the Miami Valley, Ohio, associated with the Wright brothers, aviation, or Paul Laurence Dunbar." Under this legislative mandate, the appointed commission is charged with producing a preservation and development plan for the Miami Valley.

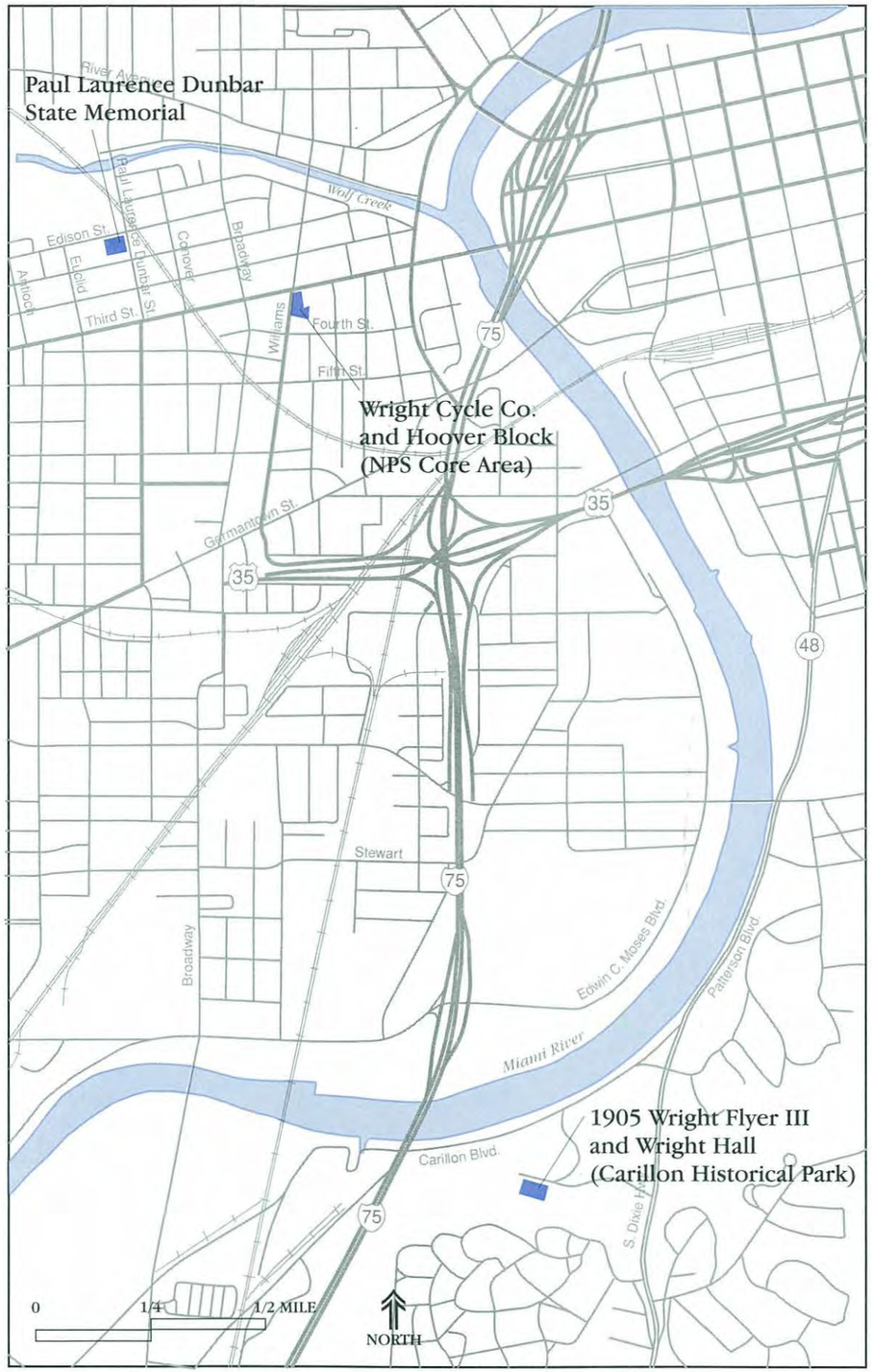
In addition to other considerations, contents of the preservation and development plan will include the following: goals for preservation, protection, enhancement, and utilization of the resources; identification of properties that may be preserved, restored, developed, maintained, or acquired; recommendation of methods for establishing partnerships to foster development and preservation of resources; a proposal for transportation links such as pedestrian facilities and bicycle trails between sites; and a discourse on the use of private vehicles, traffic patterns, parking, and public transportation.

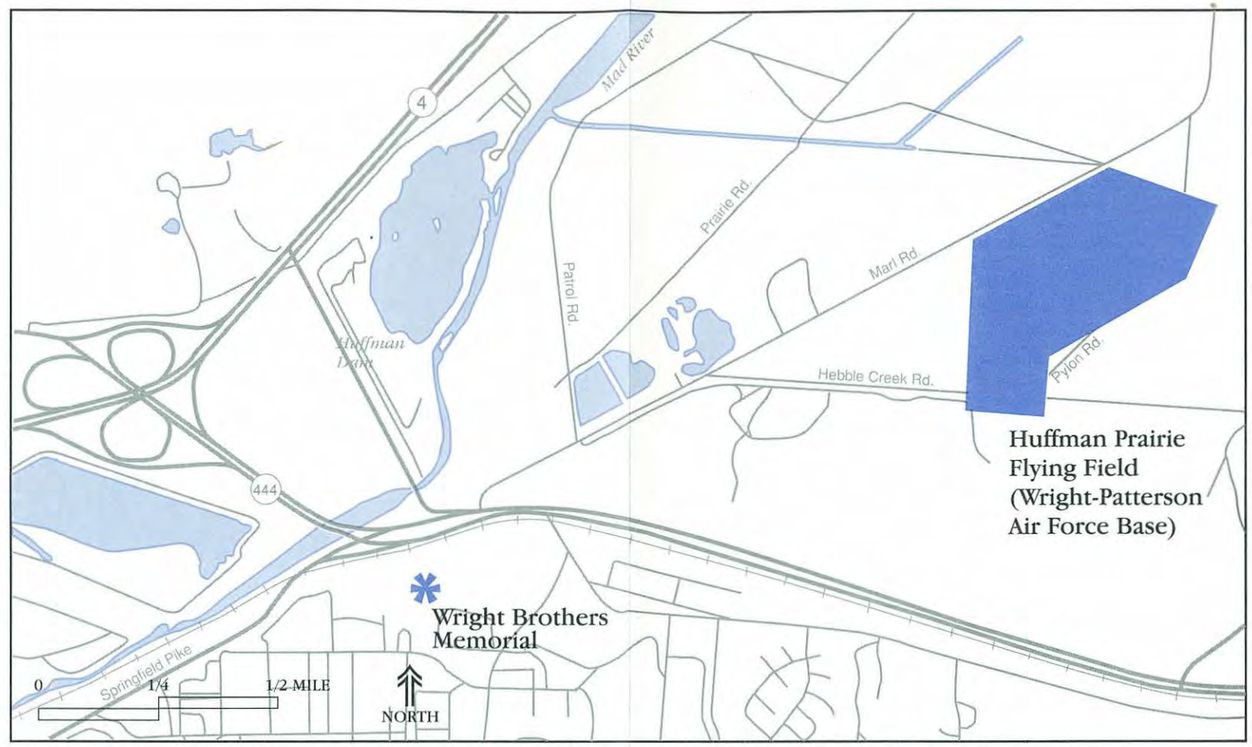
Further, Congress believed that the state of Ohio should also have a major role in this overall effort, specifically as it relates to the Wright-Dunbar neighborhood. Subsequently, the state of Ohio created the Wright-Dunbar State Heritage Commission and assigned it certain responsibilities, including: the preparation of a management plan for properties "that should be preserved, restored, developed, maintained, or acquired," emphasizing redevelopment and revitalization of the Wright-Dunbar area of West Dayton. The commission's plan will be prepared in cooperation with the city of Dayton, which has proposed a redevelopment plan for the area. (Although the Ohio legislature authorized the creation of this commission, it remains inoperative as of fall 1997.)

The result has been the establishment of a tripartite arrangement that assigns specific roles to the National Park Service, the federal level Dayton Aviation Heritage Commission, and the state-level Wright-Dunbar State Heritage Commission. All entities will work together cooperatively to make the "Dayton Dream" a reality.

The commission requested assistance from The 2003 Committee to prepare a "Preliminary Feasibility Study of Transportation Modes for the Dayton Aviation Heritage National Historical Park." This brief study offers suggestions for the park's partners to consider regarding implementation of a visitor transportation system to connect the park's four units. These include private vehicles; horse-drawn carriages; busses, including small transit, double-decker, motor coach, and antique-replica trolley; and a light-rail system.

In addition, the commission has recently contracted with the National Trust for Historic Preservation for a Main Street assessment of the West Third Street commercial district. That assessment, entitled, *Report on the Assessment of the*





VICINITY

Dayton Aviation Heritage National Historical Park

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Wright/Dunbar Commercial District Dayton, Ohio, November 6-8, 1996, makes a number of recommendations that include establishing a Main Street program; developing financial incentives as catalysts to private-investment, public educational programs; creating increased neighborhood housing; and establishing a commercial district historic ordinance. The study also includes recommendations regarding heritage tourism initiatives for the area. Following through with the study's recommendations could help the commission fulfill the mandate of title II in the legislation that calls for the "Dayton Historic Resources Preservation and Development Plan."

Therefore, this *General Management Plan* alludes to the larger picture, especially through the proposed partnership and interpretive programs. For the most part, this plan only speaks to the responsibilities that Congress assigned to the National Park Service in title I of the park's establishing legislation. As a result, it is limited in its scope and in no way speaks to the full realization of the "Dayton Dream." It represents only a third of the effort.

The other two-thirds will have to be fulfilled by the Dayton Aviation Heritage Commission (the greater Miami Valley) and the Wright-Dunbar State Heritage Commission (revitalization of West Dayton). The federal commission has full authority to act and is beginning to initiate the steps necessary to fulfill its mandate. As noted above, the state commission continues to remain inoperative. Only after those distinctively different bodies begin to undertake the mandates given to them by Congress and the Ohio state legislature, respectively, will the comprehensive "Dayton Dream" become a reality.

Through this *General Management Plan*, the National Park Service is demonstrating its commitment to fulfill its congressionally mandated responsibilities as outlined in this document. Further, the National Park Service also is committed to provide whatever assistance is necessary to either of the commissions to complete their respective missions.

Partnership Activities

Because of their initial involvement and continuing interest and strong support, both Aviation Trail Inc., and The 2003 Committee are considered to be full and active partners in the management and operation of this unit of the national park system. A number of city and county agencies, including Montgomery and Greene Counties and the Innerwest Priority Board, play an important role in the heritage of Dunbar and aviation and are actively involved in planning and developing the park and related features.

HISTORICAL SUMMARY

Dayton Aviation Heritage National Historical Park commemorates the legacy of three exceptional men — Paul Laurence Dunbar and Wilbur and Orville Wright — and their work in the Miami Valley of Ohio. The park's interpretive focus will cover the period between 1869, when the Wright family moved to Dayton, and 1918, when Orville completed his last flight as a pilot. This period also covers the span of Paul Laurence Dunbar's life (1872–1906). The park will interpret the latter years of Orville Wright as a celebrated public figure in the community until his death in 1948.

Wright Brothers

Orville and Wilbur Wright conducted experiments and produced inventions at a fairly young age. In 1889 as young men, they started a printing and newspaper publishing business, building their printing press from odds and ends of junk and scraps. In 1890 the Wrights printed the *Dayton Tattler*, a newspaper that Paul Laurence Dunbar published for Dayton's African-

American community. The Wrights also published and edited their own papers.

The Wrights operated a printing business for 10 years in four locations in West Dayton before selling in 1899. Designing and constructing their own printing presses boosted their mechanical skills. The technical experience the Wrights gained in their bicycle shop was helpful later in developing their airplane.

The brothers opened their first bicycle shop in 1892. Within four years, they were manufacturing their own line of bicycles using a lathe, drill press, and tube cutting equipment that they purchased. In 1896 they designed and built their first engine to power the machinery to construct bicycles. The Wrights operated their bicycle business from 1892 to 1907, occupying at least five locations in Dayton.

The Wrights applied the mechanical aptitude they had inherited from their mother to their early printing and bicycle manufacturing businesses and later to their aviation endeavors. From their father they had learned how to think critically, to sharpen their powers of observation, and to keep detailed and accurate records. Their father also taught them to put their faith in family before all others. For this tightly knit clan, the family structure provided safety in a sometimes hostile world. The Wrights needed that support in the turbulent years that followed their first flights.

As engineers, the Wrights employed a painstaking scientific methodology to solve the problem of powered flight. As master mechanics, the brothers built the machines they flew and Charlie Taylor built the light internal combustion engines that powered them.

The Wrights thoroughly tested each of their innovations in flight technology and diligently recorded the successes and failures of each stage of development. Careful documentation of procedures helped them to streamline their efforts to achieve free, controlled, and sustained flight in a power-driven, heavier-than-air machine and proved invaluable in the bitter patent fights that followed their widely publicized flights of 1908.

Through the invention of powered flight, the Wrights made a significant contribution to human history. These two men, self-trained in the science and art of aviation, designed and built a power-driven, heavier-than-air flying machine. On December 17, 1903, it became the first machine ever to make free, controlled, and sustained flights.

Paul Laurence Dunbar

Paul Laurence Dunbar, an African-American writer, achieved national and international acclaim in a literary world that was almost exclusively reserved for whites. From 1896 to 1906 this gifted and prolific writer produced a body of work that included 11 books of poetry, four novels, four books of short stories, three plays, the lyrics for 12 songs, one opera, and countless newspaper articles, essays, and orations. Dunbar's use of African-American dialect helped popularize a literary form, championed by contemporary author William Dean Howells, that reflected much of the black experience in America. His vivid use of social and historical settings articulated a keen awareness of the inequities of American society. Dunbar's work contributed to a growing social consciousness and cultural identity for blacks in the United States. He associated with early civil rights figures, including W.E.B. Du Bois, Frederick Douglass, and Booker T. Washington.

Paul Laurence Dunbar was born in 1872 and educated in Dayton's public schools where his intermediate and high school classmates included Orville Wright. He was the only African-American in his high school class. He was president of the literary society and

editor of the monthly student newspaper. He composed the class song for his 1891 graduating class. His first book of poetry was published in 1892.

Dunbar's bitter firsthand experiences equipped him to write passionately of the pervasive racial oppression and intolerance in a nation that claimed dedication to equal rights. Although he was a scholar and had been president of the literary society at Central High School, the only employment open to Dunbar after graduation was first as a janitor, then an elevator operator. Dunbar profitably used his time in these jobs to read voraciously and sell his first published works to passengers on his elevator.

Dunbar achieved national and international fame before the Wright brothers. Orville had been his boyhood friend, and the Wrights had printed the *Dayton Tattler*, the newspaper Dunbar edited while still in high school. Personal misfortune offset Dunbar's literary triumphs, and failing health led him to return to Dayton in 1903, where he wrote feverishly in a race against the death he knew was imminent. Dunbar died on February 9, 1906, at the age of 33. Once a towering figure in American literature during the Age of Realism, he is still revered today. Monuments and institutions across the United States bring honor to his life and legacy by perpetuating his name.

RESOURCES OF THE PARK

The authorizing legislation directs the National Park Service to acquire two buildings, The Wright Cycle Company building and the Hoover Block. These two structures, in addition to the lands in between, comprise the core unit of the park.

The Wright Cycle Company building at 22 South Williams Street is where Wilbur and Orville Wright operated their printing and bicycle sales/ repair/manufacturing businesses from 1895 to 1897.The building, a national historic landmark, is the last remaining site in Dayton related to the brothers' cycle business in its original form.

The NPS-owned structure is the headquarters for the Park Service. The building open to visitors full time from Memorial Day to Labor Day when visitation is at its highest, on weekends, and by appointment for the remainder of the year.

The Hoover Block, a three-story commercial building erected in 1890, was designed to accommodate three shops on the first floor, office suites and or apartments on the second floor, and a large open meeting space on the third floor.

The Park Service recently acquired title to the Hoover Block and will restore/ rehabilitate it for visitor services. The building is listed in the 1989 national register nomination as a contributing structure in the West Third Street Historic District, referred to locally as the Wright-Dunbar Historic District.

The Paul Laurence Dunbar State Memorial is operated by the Ohio Historical Society. In 1903 Dunbar returned to Dayton to live with his mother in the house at 219 North Summit Street (now Paul Laurence Dunbar Street). On June 3, 1904, Dunbar bought the house for his mother. Dunbar, in rapidly failing health, completed his last work in this house, where he died in February 1906.

Although Dunbar lived in the house for only two years, the site is significant as a symbol of how this son of former slaves rose to being proclaimed the "poet laureate of the Negro race" by Booker T. Washington. The house, a national historic landmark, contains many original furnishings and artifacts, including a bicycle that was given to Dunbar by the Wright brothers. Visitors today come to see the house to appreciate the times in which Dunbar lived and where he worked.

Two historic districts encompass the core unit and Dunbar House. The Wright Cycle Company building and the Hoover Block are in the Wright-Dunbar Historic District between Broadway and Shannon Streets, approximately ½ block on either side of Third Street. The Dunbar House is in the Paul Laurence Dunbar Historic District established in 1983, which runs along Paul Laurence Dunbar Street for three blocks, north from West Third Street.

The 1905 Wright Flyer III and Wright Hall are in Carillon Historical Park and are owned and managed by the Carillon Historical Park, Inc. Carillon Historical Park, a private museum complex, has hundreds of exhibits and displays concerning Dayton and southwestern Ohio history with particular emphasis on transportation.

The 1905 Wright Flyer III (the Flyer), a national historic landmark, is the world's first truly practical airplane, the first craft capable of fully controlled flight. With the Flyer, the Wrights learned the fundamentals of piloting a powered aircraft. Parts of the 1905 plane were used to build an upgraded model in 1908, designed to meet army specifications. However, the 1908 model was never used and remained in Kitty Hawk. The plane was restored in the 1940s under the supervision of Orville Wright and is displayed in Wright Hall, which was constructed for the sole purpose of providing a home for the early aircraft.

The Huffman Prairie Flying Field, a national historic landmark, is adjacent to Huffman Prairie, the largest prairie remnant in Ohio. In 1986 all of Huffman Prairie, including a small portion that overlaps the flying field, was designated an Ohio natural landmark. The flying field is managed by Wright-Patterson Air Force Base, which continues to work cooperatively with other partners in planning for increasing public visitation.

MUSEUM COLLECTIONS

Dayton Aviation Heritage National Historical Park

The park does not plan to acquire or manage significant collections of museum objects, documents, or photographs related to park themes. Significant collections of such materials are within the community or in archival locations. The primary role of the park will be to serve as a single source of information to guide interested parties to appropriate sources.

The Wright Cycle Company Building

The Park Service currently owns no museum collections. Exhibits of the Wright brothers era at The Wrights Cycle Company building are owned by Aviation Trail, Inc. The exhibits and materials are managed according to ATI standards and policies.

Paul Laurence Dunbar State Memorial

The Ohio Historical Society has furnished this house museum with family possessions as well as period pieces. The house contains a number of books. A larger book collection and all manuscripts are in the Society library in Columbus, Ohio, and will continue to be owned by the historical society. These resources are managed according to the historical society's standards and policies. A Dunbar library and research center adjacent to the Dunbar House is underway.

Carillon Historical Park

Wright Hall contains the Wright Flyer III as well as museum collections items on display. These include several Wright brothers displays featuring photographic equipment, tools, and machine tools used to

construct the first airplane. All materials within Wright Hall will be owned by Carillon Historical Park.

Wright-Patterson Air Force Base

The base does not maintain collections related to the park unit. Archeological objects recovered from the flying field are being processed and will become the first such collection. They will be owned and managed by the base according to their standards. A comprehensive but derivative photographic collection is maintained at the base history office. The U.S. Air Force Museum maintains its aircraft collections independent of base operations.



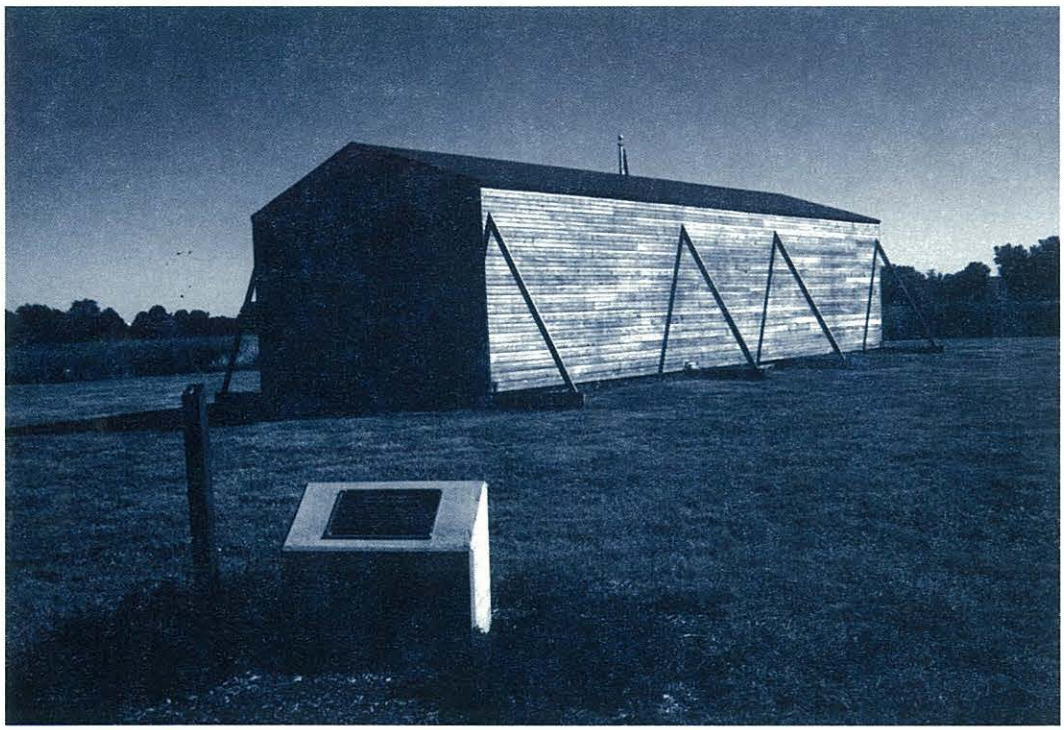
The Wright Cycle Company Building



Paul Laurence Dunbar House



Wright Flyer III



Huffman Prairie Flying Field

PLANNING APPROACH

What is it then to sit beside the fire and dream of things and idly aspire?
To live, to struggle, nobly to desire, and to do! Is life.
It is not that one heeds the world's acclaim.
Brief is the sweetness of the taste of fame;
but doing, building is the nobler thing
By which men live and which their poets sing.

Paul L. Dunbar, "The Builder"
(Quoted in Cunningham, 1969)

PURPOSE OF AND NEED FOR THE PLAN

The purpose of this *General Management Plan* for Dayton Aviation Heritage National Historical Park is to guide administration and development of the park for the next 10 to 15 years. The primary focus of this plan is to tell the story of aviation, the Wright brothers, and their business client, poet/ author Paul Laurence Dunbar. The plan will

- provide a framework to accomplish legislative objectives
- identify and involve appropriate constituencies for consensus on major decisions
- recommend ways to protect significant resources
- relate development to preservation and interpretation needs
- identify the park audiences and determine how best to communicate major messages
- prepare the groundwork for drafting cooperative agreements with appropriate agencies and organizations to ensure preservation and interpretation of the park and its stories

This *General Management Plan* represents the combined efforts of the National Park Service, the park's legislated partners, its legislatively established advisory commission, the state of Ohio, the city of Dayton, and other interested agencies, organizations, and individuals throughout the country who have shown interest in the future of the park.

Through review of legislation and discussion with partners, the Park Service defined the following goals for this planning effort:

- Establish an NPS presence that will emphasize the national significance of Dayton's aviation heritage, as originated by the Wright brothers, and the legacy of Paul Laurence Dunbar.
- Define with the partners and public a common vision for the future to guide park development and foster public understanding of the park's purposes.
- Develop an interpretive framework, in conjunction with the partners, to provide coordination and direction for interpretive activities for the next few years.
- Guide the development of the core unit and building treatments for the Hoover Block and The Wright Cycle Company building.
- Provide design and planning technical assistance to ensure that specific construction projects and planning efforts benefit from NPS expertise, such as interpretation, and that NPS needs are fully considered.

- Provide a framework for the park's visitor activities during the 2003 Centennial of Flight celebration.

ISSUES

The following issues were identified during the planning process and represent some of the primary obstacles to preserving and protecting the resources and providing for visitor use and interpretation of the story.

Special Events

The centennial commemoration of flight will occur in 2003. The park must be able to respond to operational, interpretive, and cooperative activities that will provide for visitor needs during these special times.

Coordination with Partners

The park has many partners, including federal, state, and local government agencies, as well as the private sector. Of the four legislated sites, only The Wright Cycle Company building and the Hoover Block are in NPS ownership. Maintaining communication and opportunities for the partners' ongoing involvement in the planning process is necessary to enable the park and its various partners to function in an effective, complementary, and mutually supportive manner. In addition, coordination will be needed to ensure that the *General Management Plan* is compatible with planning documents concurrently prepared by the federal and state commissions.

Visitor Experience

Since Dayton Aviation Heritage National Historical Park is a new park, public awareness and understanding of the park and its purpose are vital. Visibility must be increased in the neighborhood, throughout the larger community, and among visitors.

A "seamless visitor experience" must be provided to park visitors. Consistency of interpretation for a proposed national aviation trail, which could link significant aviation-related sites throughout the country, must be addressed. Potential visitor use for sites within Dayton needs to be evaluated.

Access, circulation, and parking at each legislated site must be addressed. The confusion or problems visitors may experience in traveling from one site to another must be considered to minimize difficulties.

Appropriate development is necessary to ensure public use and enjoyment of the park. Design of facilities will not be a part of the plan.

Possible Park Expansion

This *General Management Plan* contains a study of properties within the Wright-Dunbar Historic District (see appendix A). The study analyzes the feasibility and suitability of certain structures in the district as well as the Wright Company factory for inclusion in the national park.

Operations

Funding. The park and partners will need to reach agreement on the proper allocation of limited resources. The park will be challenged to meet expectations of growth and development beyond the park's legislated responsibilities during a period of declining funding and staffing resources.

Staffing. To allow for proper operation of the park, appropriate staffing levels (volunteers and full-time and temporary staff) need to be identified. The level of NPS staffing needs to be examined as well as and the

partners' ability to provide necessary services.

Resource Protection. Research, surveys, or other information need to be outlined to help preserve park resources. Interim protection measures, if necessary, need to be identified.

Core Unit Management. Appropriate development, use, and management of the core unit should be identified to the extent possible in the *General Management Plan.* Lack of historical information on structures and the neighborhood landscape may require some decisions to be deferred until adequate information is available.

Carrying Capacity. Public use of the park raises the potential for visitors to damage cultural and natural resources. Large numbers of visitors using the site at one time can also affect the visitor experiences that the park can offer. Based on available information, visitor carrying capacities for the legislated sites need to be identified. Projections need to be made concerning potential levels and growth of visitation, as well as visitor demographics and use patterns.

ASSUMPTIONS THAT GUIDE THE PLAN

The following assumptions have been made for this *General Management Plan.* These assumptions are a guide for understanding what may be feasible at the park on the basis of the plan.

- The upcoming celebration of the Centennial of Flight in 2003 requires that the park be developed and fully operational before that date.
- Dayton Aviation Heritage National Historical Park will not operate in isolation. Partnerships will be vital to its success.
- It will be a small urban park with a limited physical resource base.
- While the major emphasis is on Dayton's aviation heritage, Paul Laurence Dunbar must be commemorated. There is a need to demonstrate the relationship between the Wrights and Dunbar, a relationship that started in school and carried over to business activities.
- The Dunbar story could stand on its own. The Ohio Historical Society prefers its independence regarding the Dunbar property.
- The West Dayton neighborhood is important to the Dunbar story as well as the aviation segments of the park story.
- The new cultural center at the former Zion Baptist church will be an important influence in telling the Dunbar story to Dayton residents.
- Federal funding levels for the park will be relatively low.
- The National Park Service will face flat budgets until 2000 and perhaps beyond. Funding may be available from state/local/private sources. The future success of the aviation heritage partnership may depend on these external sources.
- Since the commission has operating authority, it has the responsibility to prepare the preservation plan as outlined in title II, section 202. The National Park Service is not authorized to prepare the plan.
- Preservation plan steps are being implemented by others. For example, draft design guidelines have been prepared by the city, The 2003 Committee, and the state historic preservation office. A "Main Street" study by the National Trust for Historic Preservation is being explored.

- Transportation links must be provided by the city or private sector. The commission has the responsibility to study transportation issues as outlined in title II of the 1992 legislation.

- The National Park Service anticipates that the local community will participate in planning activities and assist whenever feasible in the tasks to be accomplished. This is not limited to West Dayton but includes the entire city as well as the Miami Valley.

- The Park Service will ultimately operate in the Hoover Block and Wright Cycle Company building. Other sites will be operated by the partners. Besides the four legislated sites, others that need to be interpreted include Wright Brothers Hill, Aviation Trail sites, and other Miami Valley sites.

- Each of the four legislated sites will maintain its operational integrity.

- The partnership must be interactive with other aviation- and Dunbar-related sites in Dayton and the Miami Valley. Sites such as the National Aviation Hall of Fame, ATI building, the Centuries of Flight Visitor Center, and the U.S. Air Force Museum can complement the park's mission.

- Ties to other national aviation sites, including Wright Brothers National Memorial (North Carolina), Henry Ford Museum and Greenfield Village (Michigan), and Wilbur Wright's birthplace (Indiana), should be encouraged. The National Park Service enthusiastically supports the concept and implementation of a national aviation trail. Similarly, the Park Service will support the concept and implementation of a national Paul Laurence Dunbar trail.

- The park cannot expand to other areas that are threatened or may be threatened, such as the Third Street business district, The Wright Company factory, 7 Hawthorne Street, and Hawthorn Hill without congressional mandate. (*Note*: While the plat map and other early Dayton maps and documents spell Hawthorne Street without an "e," the Wright family always included the "e" in all their correspondence and writings. Because the park honors and commemorates the Wright brothers, it is appropriate to follow the spelling used by the Wright family.)

- The park's mission transcends the NPS boundary at the core unit. Future boundary changes will require legislative authorization.

- Any sites considered for future NPS ownership must have or qualify for national historic landmark status. Other non-NPS sites may be national register sites. Most of these sites are on the Aviation Trail.

- NPS presence has positively influenced the neighborhood. In the past West Dayton's expectations have been raised without the delivery of improvement. Today the city is promoting infill and historic preservation strategies for local properties.

RELATIONSHIP OF THIS PLAN TO LOCAL AND REGIONAL PLANS AND DEVELOPMENT

And our city, shall we fail her, or desert her gracious cause?
Nay — with loyalty we hail her, and revere her righteous laws.
She shall ever claim our duty, for she shines — the brightest gem that has ever decked with beauty, dear Ohio's diadem.

Paul L. Dunbar, "A Toast to Dayton"
(Quoted in Cunningham, 1969)

As the NPS planning process continues at the park, other entities have already embarked on ambitious planning efforts. Several of these will have direct bearing on future relationships between the core unit and legislated and other partners.

WRIGHT-PATTERSON AIR FORCE BASE

A number of activities are ongoing at Wright Brothers Hill. The *Draft Cultural Landscape Report* has been completed. Information contained in the report helps prioritize maintenance activities for the memorial and assists in scheduling enhancement and restoration programs. Trees intruding into the vistas of the flying field have been trimmed, and selected dead trees have been removed. Air base personnel are revising the draft national register nomination form. The Air Force base, with technical assistance from the Park Service, is designing an interpretive center building near Wright Brothers Hill.

At Huffman Prairie Flying Field the archeological investigations report for the 1910 hangar location has been completed. Work on a bike path to the flying field is progressing. There will be limited bus parking near the field. This will facilitate disabled visitors access to the 1905 hangar. Work continues on a mailable interpretive brochure for the flying field. Staff is considering the implications of removing the white pylon structure. They are evaluating the impacts of bicyclists on Marl Road to the base's hunting program. Future needs include a cultural landscape/ management plan.

CARILLON HISTORICAL PARK

Carillon Historical Park's governing board has worked with recognized designers of museum and educational facilities to design a long-term development plan for the entire facility. National Park Service interpretive staff from Omaha and Harpers Ferry were involved in the planning for Wright Hall on a short-term contract basis.

The long-term plan proposes the redevelopment of Carillon Historical Park to offer more and better exhibits, present appealing educational activities to a wider range of visitors, and make optimum use of a stunning natural setting. The plan will more than double Carillon Historical Park's capacity and enable extension of the visitor season, thus ensuring the facility's value and financial viability long into the future. To accomplish these objectives, additional architecture and extensive new landscaping will be needed to link the physical and man-made environments.

A feasibility study to test the region's acceptance of this ambitious plan for the overall facility is underway. Work has already begun on the additional enhancement of Wright Hall with $335,000 appropriated from the state of Ohio through The 2003 Committee. An additional $200,000

process. Each unit should complement the mission of the other.

THE DAYTON AVIATION HERITAGE COMMISSION

The National Park Service is clearly mandated to implement title I of the Dayton Aviation Heritage Preservation Act of 1992. Title II of the park's authorizing legislation provides for the establishment of the Dayton Aviation Heritage Commission to "assist federal state and local authorities and the private sector in preserving and managing the historic resources in the Miami Valley, Ohio, associated with the Wright brothers, aviation, or Paul Laurence Dunbar." Under this legislative mandate, the appointed commission is charged with producing a preservation and development plan for the Miami Valley within two years after its first conducted meeting.

In addition to other considerations, contents of the preservation and development plan will include the following:

- goals for preservation, protection, enhancement, and utilization of the resources
- identification of properties that should be preserved, restored, developed, maintained, or acquired
- recommendation of methods for establishing partnerships to foster development and preservation of resources
- a proposal for transportation links such as pedestrian facilities and bicycle trails between sites
- a discourse on the use of private vehicles, traffic patterns, parking, and public transportation

The Dayton Aviation Heritage Commission has contracted with the National Trust on Historic Preservation for a Main Street assessment of the West Third Street commercial district. The study will determine whether a full-fledged Main Street program should be conducted in the area. The draft Main Street assessment will be completed in spring 1997. The latter study could partially fulfill the mandate of title II in the legislation that calls for the "Dayton Historic Resources Preservation and Development Plan."

THE 2003 COMMITTEE

Responding to a request from the commission, The 2003 Committee has prepared a "Preliminary Feasibility Study of Transportation Modes for the Dayton Aviation Heritage National Historical Park." This brief study offers several suggestions for the commission and the park's partners to consider regarding implementation of a visitor transportation system to connect the park's four units. These include private vehicles; horse-drawn carriages; busses, including small transit, double-decker, motor coach, and antique-replica trolley; and a light rail system. A consultant's report was prepared in 1997 for The 2003 Committee and the Regional Transportation Authority. The report could help determine overall transportation needs and provide a basis for a master transportation plan that will link different sites throughout the park.

from state capital funds has also been designated for this same project.

CITY OF DAYTON

The City of Dayton Department of Planning, Office of Comprehensive Planning, has prepared an urban renewal plan for a portion of West Dayton. The plan has designated the area as the Wright Dunbar Village. The urban renewal area encompasses the Wright-Dunbar Historic District (also referred to as West Third Street Historic District). This concept establishes a comprehensive strategy to provide rehabilitation and redevelopment opportunities in the neighborhood, using urban renewal as the implementation tool. Work has started on four demonstration units that initially will be used as project offices and model units. The earliest private residential occupancy is scheduled for fall 1997. The city is in the process of conducting two lotteries for other existing structures on Mound and Horace Streets. Units are to be rehabilitated by winning entrants, with most work to be completed by September 1997. The entire project will be completed in five years.

The plan seeks to improve neighborhood vitality, primarily through the acquisition of land for new residential, commercial, cultural, and entertainment development. "The plan also provides for the rehabilitation of existing structures in this historically significant section of the city." In addition, the plan establishes a historic mixed-use area that is designed to accommodate a variety of uses to support the development of the West Third Street corridor and use some of the historic structures in the area. The Wright-Dunbar Historic District falls within an area that has been designated for commercial use by the urban renewal plan. The plan proposes the retention of "commercial areas where the stock is sound or is in a condition where it is economically feasible to repair. . . The plan seeks to solidify existing commercial districts and provide for new commercial uses in those areas."

The plan has set redevelopment standards for the Wright Dunbar Village to determine permitted uses within the urban renewal area. The plan recognizes the special character of the area and urges that rehabilitation and redevelopment conform to certain standards. In order to provide further guidance for redevelopment, the plan has divided the village into two districts and established criteria for each.

The city of Dayton has purchased land and buildings in the Wright Dunbar Village but has not built any new structures. Currently the city is rehabilitating four houses. Any development in the Wright-Dunbar Historic District will be guided by locally imposed design standards.

Using funding from the Intermodal Surface Transportation Efficiency Act (ISTEA), the city is developing a connection between the four park sites through a sign system. Also the Five Rivers Metro Parks *Mad River Corridor Master Plan* presents a route to connect Huffman Prairie Flying Field and Dunbar House to the existing bike trail system along the Great Miami River.

CITY OF FAIRBORN

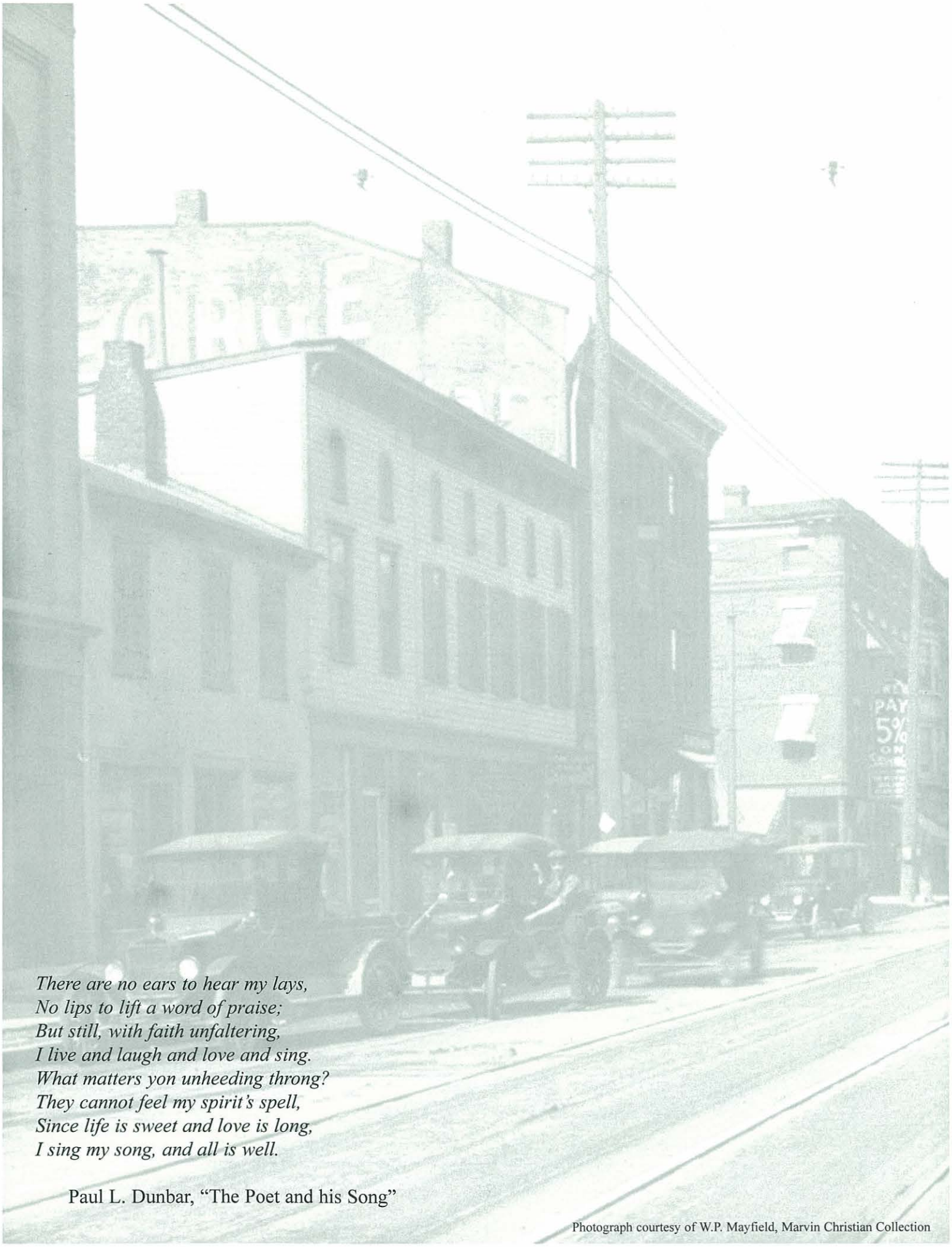
Planning is underway in Fairborn for development of a bike trail paralleling Ohio State Highway 444. The trail will link Fairborn with Wright Brothers Hill.

WRIGHT BROTHERS NATIONAL MEMORIAL

A general management plan is underway at the Kitty Hawk, North Carolina, NPS unit. A new visitor center and attendant interpretive services provides the focus for this planning effort. Park management from both units have consulted on the planning



GENERAL MANAGEMENT PLAN



There are no ears to hear my lays,
No lips to lift a word of praise;
But still, with faith unfaltering,
I live and laugh and love and sing.
What matters yon unheeding throng?
They cannot feel my spirit's spell,
Since life is sweet and love is long,
I sing my song, and all is well.

Paul L. Dunbar, "The Poet and his Song"

Photograph courtesy of W.P. Mayfield, Marvin Christian Collection

CONCEPT

Isn't it wonderful that all these secretes have been preserved for so many years just so that we could discover them.

Orville Wright
(Quoted in Kelly, 1966)

The strength of the new park will be the cooperative relationship of the legislated partners plus other key entities. Success rests on the interdependent partnership under the aegis of the National Park Service. This plan captures the spirit and intent of the 1992 legislation. It also sets the vision of a unified coalition of kindred sites that collectively denote Dayton as the "Birthplace of Aviation," and celebrates the legacy of Paul Laurence Dunbar.

The National Park Service, in conjunction with the three legislated partners, will serve as the initial catalyst for developing the Dayton Aviation Heritage National Historical Park. Dayton and Miami Valley aviation heritage organizations and sites will be invited to participate in this endeavor on a voluntary basis. The park will also celebrate the contributions of Paul Laurence Dunbar as well as his friendship with the Wright brothers.

National Park Service development responsibilities will continue to be focused on the core unit. It will coordinate the three noncore park sites and provide mutually-agreed to technical assistance and personnel as resources become available. The park will develop two anchors : the west anchor will be comprised of the core unit, Dunbar House, and Wright Hall at Carillon Historical Park on the west side of Dayton; the east anchor will be comprised of the Huffman Prairie Flying Field and the interpretive center near Wright Brothers Hill on the east side of Dayton. A key facet of each anchor will be an interpretive facility — the Hoover Block at the west anchor and a new structure near Wright Brothers Hill at the east anchor.

To enlarge the group of four legislated sites will require congressional authority. Potential sites will have to display national historic landmark status to support consideration for national park system designation.

THE CORE PARTNERSHIP

Within the framework of the partnership, each site will maintain its organizational and operational autonomy. As the commission becomes operational, it and the four legislated partners can create an umbrella organization of stakeholders to oversee aviation heritage activities in Dayton and the Miami Valley. Partner representatives, including site managers as well as interpretive/visitor service managers, will establish their own goals and membership responsibilities. Representatives can meet on a regular basis to discuss issues of common interest. The umbrella organization can establish task forces to work on mutually identified problems and projects. It will be open to all local groups engaged in preserving, telling, or promoting the history of aviation or the story of Paul Laurence Dunbar. Decisions made at these meetings will not be binding on any of the partners.

OPTIONS FOR AN ADJUNCT NONPROFIT CORPORATION

The four legislated partners and the commission can consider two additional options. Each of these additional options will involve the establishment of a private, nonprofit corporation, pursuant to section 501(3)c of the Internal Revenue Code, to undertake many of the programs, activities, or management of nonlegislated partner sites.

The first of these options will require the partnership to create an adjunct private, nonprofit corporation to assist in the areas of fund-raising and other related activities for those sites not specifically a part of Dayton Aviation Heritage National Historical Park. The second option will require the partnership to either reconstitute itself as a new, or fold itself into an existing, private/nonprofit corporation (such as The 2003 Committee or Aviation Trail, Inc.). In this second option, the private/nonprofit corporation will be free to operate a nonlegislated partner site under a different set of guidelines and regulations. The legislated partners will continue to manage their sites as mandated.

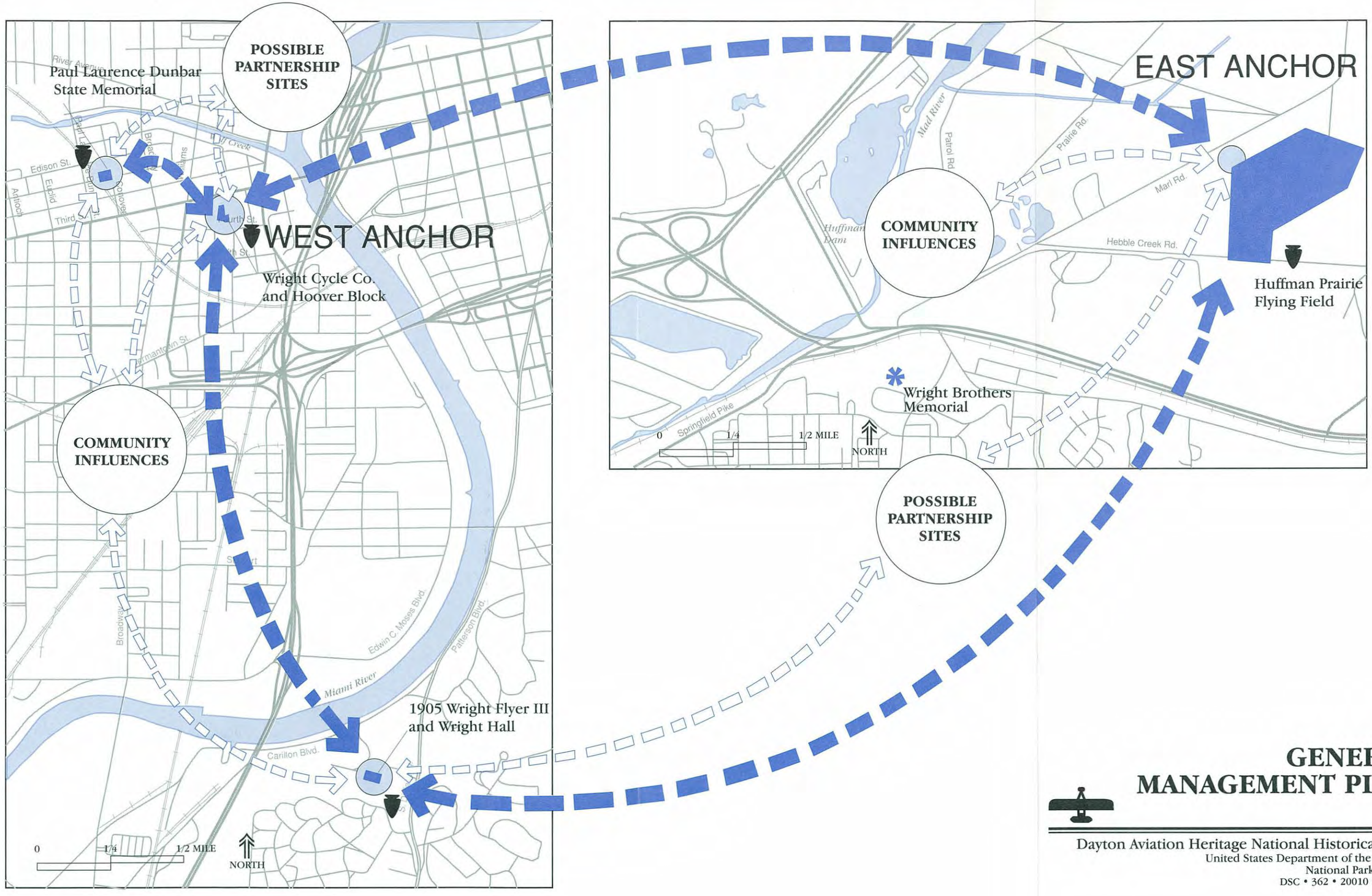
The establishment of such a nonprofit entity will better ensure the partnership that its projects, programs, and activities have long-term sustainability. Under either option, the partnership can provide assistance to all the partners in the operation and management of project-related activities.

This corporation will be empowered to seek funding from all sources and to initiate other revenue-generating activities. It may become an operating partner at aviation heritage sites not protected in existing legislation. Staff will be hired to operate and manage such facilities. If requested, the corporation may also assist various partners in fund-raising for specific projects, programs, and activities such as research, interpretive efforts, and publications.

The partnership's nonprofit corporation will ensure a uniform quality of experiences, programs, and activities' long-term sustainability, operation, and management of project programs and activities; it will also ensure a steady source of funding and job opportunities that will last far beyond the time the major public expenditures were reduced.

The corporation may become a permanent successor to the Dayton Aviation Heritage Commission. Such a corporation may also raise/seek significant funding from outside the public sector and even establish an endowment fund to assist in implementing the partnership's activities.

Having this corporation in place in the short term will provide the necessary time to see if it will prove to be a viable option to succeed the commission. If so, the commission will take the necessary steps to allow the



GENERAL MANAGEMENT PLAN

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nonprofit corporation to assume the commission's responsibilities when the current commission disappears. Furthermore, such a corporation can immediately begin to develop an endowment program that at the very least will be instrumental in carrying out the commission's activities and programs on a long-term basis.

COOPERATIVE AGREEMENTS

The Park Service will be directly involved with the legislated partners as well as other entities that manage aviation-related properties. Legally binding cooperative agreements to extend contractual NPS services and technical assistance will call for compliance with NPS guidelines and standards for resource management and interpretation. The National Park Service will extend technical assistance and support needed to accomplish the mission of the park. Through the contractual arrangement, each partner will be certified as complying fully with NPS standards. The role and function of the individual sites or organizations vis-a-vis the park will be clearly defined in the cooperative agreement.

As a direct benefit of this cooperation, the standard National Park Service arrowhead sign will be placed at each cooperating site.

Section 105(c) authorizes the secretary of the interior to "sponsor, coordinate, or enter into cooperative agreements for educational or cultural programs related to the park." These programs are integral to the mission of Dayton Aviation Heritage National Historical Park. The park will work jointly with its mandated and interpretive partners on how best to serve the Dayton community with new outreach programs. These may include "Parks as Classrooms," culturally-based festivals and yet-to-be-defined special programs.

The National Park Service will have the resource capability defined by sufficient funding and staffing to provide the models, direction, and expertise to prepare projects. If federal-level support will not materialize to provide extensive services, the Park Service will minimally initiate projects with preliminary funding estimates, contracts, construction drawings, undefined technical assistance, and will provide its services to facilitate problem solving. These actions will depend on available resources.

INTERPRETIVE STRATEGY

Harpers Ferry Design Center has prepared an *Interpretive Plan* with invited input and consultation from its interpretive partners. The plan, which contains a detailed description of the interpretive goals and themes, the desired visitor experience, and recommendations for the overall visitor experience at the park, is provided in the following chapter. The *Interpretive Plan* also contains strategies for providing enhanced interpretation at the park's four legislated sites as well as suggestions to broaden interpretation at several ancillary sites. If necessary, the plan could be amended to reflect modification and expansion of the basic themes; such modifications will be the responsibility of the legislated partners interpretive council.

The Park Service will request sufficient funding and staffing to help implement the *Interpretive Plan* and will coordinate with the legislated partners regarding implementation of the plan for those sites.

The partners will continue their site-specific interpretive programs that will focus on their particular role in the developing of the aviation heritage story in Dayton. The Park Service will seek to minimize unnecessary interpretive overlap. Emphasis will reside on each site's strengths in providing a portion of the whole story and not digress to less significant or extraneous interpretive aspects.

If deemed necessary by the existing partners or new ones, the Park Service will revise its *Interpretive Plan* for new nonpark sites, providing technical assistance on request. Each site will retain individuality but will operate within the approved plan and according to the partnership's standards.

The Park Service will take the lead to provide partners with technical assistance and training in interpretation. The goal will be to encourage, promote, and achieve a cohesive quality experience in telling the aviation story. Cooperative agreements between the Park Service and individual partners will outline the provision of funding and personnel resources to partners while ensuring adherence to NPS interpretation standards.

MODIFICATION OF INTERPRETIVE GOALS AND THEMES

During review of the *Draft General Management Plan* by the park's network of partners, several worthwhile comments were suggested to modify key aspects of the *Interpretive Plan*. The basic structure of interpretive goals and themes were developed through extensive consultation with partners. Further changes will be made when these partners reconvene in the future to consider modifications to the *Interpretive Plan*. Such suggestions include future consultation and workshops with the partners to consider expanding the interpretation of Paul Laurence Dunbar to place greater emphasis on the times in which he lived and broadening the park's interpretive time frame; reconsideration of expanding interpretation of the Wright brothers early development of aviation; and consideration of the wider and continuing aviation evolution in the Miami Valley.

ADDITIONAL CONSIDERATIONS

It will not be possible for the park sites, individually or collectively, to handle large volumes of visitors at any one time. Therefore, the partnership will seriously consider implementation of a reservation system to ensure that none of the sites is overwhelmed

with visitors during peak times. Such a system will also ensure that large volumes of traffic will not inundate the mostly residential West Dayton neighborhood containing the park's core area and the Dunbar House.

Because first-time visitors to Dayton will be directed to community gateways at the Centuries of Flight Visitor Center, and perhaps to the U.S. Air Force Museum, these facilities will be the most logical places to manage such a system. At these gateway facilities, visitors will receive orientation to the park and its partner sites. Further, if any of the possible public transportation systems mentioned elsewhere in this document came to fruition, the visitor center can also serve as the transportation hub where visitors can board public transit conveyances that will take them to the various sites related to the park and its stories.

In addition, the partner sites, including those that are managed by the Park Service, currently require a separate entrance fee. However, to make fees more palatable, the partnership will look at various ticket packages for visitors. This variety may include an unlimited pass, with a single park entry fee to everything as well as related passes to individual sites, activities, or programs. Discounts may be available for residents as well as for out-of-area visitors who purchase in advance or have large families. Perhaps yearly passes similar to the NPS Golden Eagle Passport program could be available. Any associated transportation fees could also be included in each package. Regardless of which fee program is selected by visitors, the package may include discount coupons redeemable at area businesses, restaurants, lodging facilities, and recreational activities as a further enticement to encourage visitors to spend more time in the area.

NEIGHBORHOOD OUTREACH

Relying upon the contractual framework established, the intent of the partnership will be to promote revitalization of Wright-Dunbar and Paul Laurence Dunbar Historic Districts. The National Park Service will encourage the city of Dayton to work toward designating both these historic districts as local historic districts and subsequently adopting preservation ordinances to ensure their long-term preservation. In addition, depending on the availability of funds, the Park Service will provide technical assistance to the city to undertake such an endeavor. The National Park Service could offer guidance, take a proactive stance in historic preservation, and support community efforts in these two historic districts. Also in conjunction with the city, the National Park Service will support the implementation of the city's planning of the Wright Dunbar Village in West Dayton. The Park Service will cooperate with the city of Dayton and others in the redevelopment of this neighborhood, taking an appropriate and visible role. Redevelopment of this area will influence the success of the core unit and the Dunbar site. In addition the Park Service will support preservation efforts by the various entities that join the partnership.

If staffing could be procured and funding became available, it will be beneficial to detail an NPS community planner to assist the park's partnership entity at this implementation phase of the city's commitment to the reintroduction of single family housing in the Wright-Dunbar Historic District. This individual will coordinate with city planners, represent the park at meetings of mutual interest, and offer planning services to the park. This detail will demonstrate the NPS involvement and commitment to the historic neighborhood that surrounds the core unit.

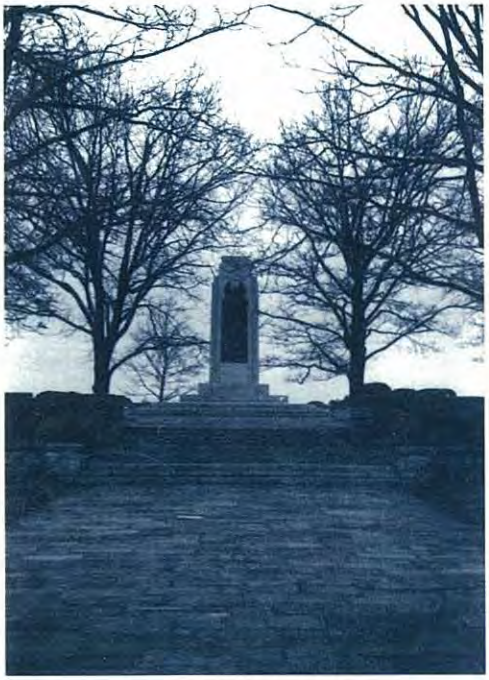
The Park Service will have extremely limited involvement with various aviation heritage properties outside the national register districts or the Wright Dunbar Village. Such involvement will be limited to marking and interpreting sites. As a good neighbor, the Park Service could consult and cooperate with city, state, and private owners to preserve West Dayton neighborhood's unrecognized aviation heritage resources. The Park Service will assume no funding, ownership, or management responsibilities in the two historic districts or the Wright Dunbar Village.

Since the current boundaries of the two affected historic districts do not include all of West Dayton's aviation- and Dunbar-related resources, the Park Service will work with the city of Dayton to revise national register historic districts and submit forms to the Ohio historic preservation office.

RESOURCE MANAGEMENT

The primary concern of resource management will be to minimize loss or degradation of significant cultural or natural resources. Issues of concern related to aviation sites include "compatibility between resources and new development; considerations of visitor needs, especially those of special populations; incorporation of sustainable design principles in resource protection strategies; and support for the interpretation of park resources, both natural and cultural" (*Cultural Resource Management Guideline*, NPS 28). However, if a member of the partnership received funding or technical assistance from the Park Service, that entity's present standards of resource management will remain in place as long as they are congruent with NPS policies. Otherwise, under contractual agreement, NPS guidelines and policies will supersede.







TRANSPORTATION, PARKING, ACCESS, AND CIRCULATION

TRANSPORTATION

The National Park Service will recognize the need for clearly defined transportation links between the various legislated sites that comprise the proposed west and east anchors. Although transportation is a major component of title II of the 1992 legislation, the Park Service has no legislative mandate nor anticipated resources to link the sites through the development of transportation systems. The Park Service will encourage other public and private entities to develop links and transportation systems.

The Park Service will direct visitors to the various sites with brochures, maps, and signs, in coordination with major partners. The city of Dayton has received an Inter-Modal Surface Transportation Efficiency Act (ISTEA) grant for the preparation and installation of wayfinding signs for the four legislated sites as well as specific site marking signs.

The park will be authorized to identify and mark significant historic sites in the Miami Valley related to the Wright brothers, the history of aviation, and Paul Laurence Dunbar. Cooperative agreements and additional detailed planning for such signs and markers will be an integral aspect of park development over the next several years.

The park will support and encourage its local partners to provide a logical, easy route that will link the various aviation-related sites in Dayton with the development of appropriate levels of transportation systems. Other local partners such as the city and Metro Parks are working on the development of links connecting the Mad River corridor to the Great Miami River bike trail, and ultimately to the West Dayton neighborhood. A private consulting firm (Woolpert & Associates) has completed the *Mad River Corridor Master Plan*. The city will develop a streetscape link along Third Street and along Williams Street to its intersection with Third Street. As part of the wayfinding along Third Street, the city will place banners on light standards to help direct visitors. The ATI's self-guided walking and driving tour will provide links between the four legislated sites in the park as well as other aviation sites in Dayton and the Miami Valley.

The park's core unit within the west anchor will have easy access/exit from the Third Street exit off I-75. Also Third Street can have a major trolley busline that is the continuum of the light rail system that transported the Wright brothers to Huffman Prairie Flying Field in the early 20th century. The city can promote the present-day use of this route to get visitors from downtown to the West Dayton complex of aviation sites easily and inexpensively. Consideration will be given to getting visitors from downtown to the east anchor comprised of the Huffman Prairie Flying Field and Wright Memorial on Wright Brothers Hill, including the proposed interpretive center near the hill.

Currently there are some local precedents that can facilitate transportation links and systems. The Wright Flyer trolley that circulates through downtown attractions can possibly be replicated. The trolley can drop visitors at the park's core unit as well as the Dunbar House and Carillon Historical Park in the west anchor. If implemented the Park Service may provide interpretation on a seasonal basis. These personal services will visibly demonstrate the NPS commitment to facilitating interpretation of the partnership park. The Miami Valley Transit Authority may provide special markings on its busses that currently travel past/near major sites such as the core unit, the Dunbar House, Carillon Historical Park, and Wright-Patterson Air Force Base.

Feasible transportation systems between sites will rely on private auto, motor coach, motorcycle, bicycle, pedestrian, and perhaps the Wright Flyer trolley.

A light rail system between the two anchors may be created if rights-of-way are available, for example, the old Third Street line corridor. This mode of surface transportation may reflect historic period conveyances. The development of this long-range transportation system will depend on market demand, the availability of funding to implement this capital-intensive proposal, and most importantly a group of willing partners to accomplish this undertaking. As a first step toward the implementation of this concept, a transportation study may be funded to determine the need, feasibility, and possible implementation strategies. The National Park Service is committed to funding and providing an NPS transportation planner to consult with the locally organized team that prepares the study.

CORE UNIT PARKING

The National Park Service will have no surplus property on which to develop parking. It does not plan to request a boundary adjustment to provide parking. The park will be in an urban setting that has opportunities for vehicle parking to be provided by partners.

The city has plans to vacate Sanford Court to a point near the Innerwest Priority Board parking lot on the west. Entry to Sanford Court will be provided from Shannon Street to the east to the Innerwest lot. During the park's interim development, visitors will be able to park behind the Innerwest Priority Board office and walk along Sanford Court to The Wright Cycle Company building. Also, street parking will be available on Williams Street for cars but not for large recreational vehicles or busses. In the future, parking might be available to the north of Third Street about a block from The Wright Cycle Company building/Hoover Block complex. Parking also may be developed just west of Williams Street, a short block from the core unit. In addition, the private sector may want to develop inexpensive parking near the park that can be shared by shoppers and park visitors.

LEGISLATED PARTNERS' PARKING

The Dunbar House will have adequate onstreet parking for current visitation. The visitor center at the rear will have parking for approximately seven cars, but no bus capacity. It is possible that the city of Dayton could vacate the alley behind the Dunbar House to allow additional parking there. It will not have the potential for more visitor parking on its property. There will be potential parking space available less than a block from the house. New parking will not be within the Paul Laurence Dunbar Historic District. The Ohio Historical Society may coordinate with the city to ascertain if nearby vacant property can be converted to a parking lot if the situation warrants.

At the other legislated sites, adequate parking (450 spaces) will be available at Carillon Historical Park, and Wright-Patterson Air Force Base has constructed a small parking area near the Huffman Prairie Flying Field. The Wright Memorial will have adequate parking for approximately 25 vehicles. The new interpretive center near Wright Brothers Hill will have sufficient parking available.

CORE UNIT ACCESS AND CIRCULATION

Historically, entry to the Setzer building and Hoover Block was on Third Street. With parking behind the Innerwest Priority Board office, visitors will be directed to enter the core unit along Sanford Court. Aviation Trail, Inc., proposes to have the entrance to its museum at the rear. The National Park Service will emphasize entrance to the



CORE UNIT

1. HOOVER BLOCK
2. AVIATION TRAIL BUILDING (under construction)
3. WRIGHT-DUNBAR PLAZA (under construction)
4. WRIGHT CYCLE COMPANY BUILDING
5. PRIVATE RESIDENCES (currently occupied)
6. 30 SOUTH WILLIAMS (under rehabilitation)
7. INNERWEST PRIORITY BOARD BUILDING
8. APARTMENT BUILDING

CORE UNIT

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Hoover Block from Third Street. This factor will promote businesses on the street as well as encourage revitalization of this business district. Even though parking will be behind Innerwest, visitors could be directed to Third Street along the sidewalk that passes by the west side of the Innerwest office, west along Third Street. There is no legal parking on Third Street near the Hoover Block.

Another option will be to direct visitors along the Sanford Court to the plaza, along Williams, and to the Hoover Block's front entrance. Sanford Court will be vacated. Access to the Innerwest parking lot may be via Shannon from the east. Parking can be expanded by the city on vacant land just east of Churchill Lane.

PARTNER SITES ACCESS AND CIRCULATION

Visitors will be encouraged to enter and exit the Dunbar House through the new visitor center. At Carillon Historical Park, visitors will park and follow a marked route to Wright Hall. Upon completion of the bike trail along the Mad River, visitors will have the opportunity to reach the Wright Brothers Hill interpretive center, Wright Memorial, and Huffman Prairie Flying Field via bicycle. Visitors will be able to visit these three Air Force-managed sites by private automobile or bus. Currently, the Air Force planners are investigating access issues at Wright Memorial and the proposed Wright Brothers Hill interpretive center. Both entrances will need to be improved with a combination of lights, signs, and improved turnouts. To enable visitors to reach these more remote sites, Wright-Patterson Air Force Base may operate a shuttle bus once or twice daily between the U.S. Air Force Museum, the interpretive center near Wright Brothers Hill, Wright Memorial, and Huffman Prairie Flying Field with brief stops at the outlying sites. If visitors want to spend additional time at one or more sites, they can then visit on their own once they receive orientation.

Three of the four legislated sites can be fee sites: Wright Brothers Cycle Company/ Hoover Block, Dunbar House, and Wright Hall with the Wright Flyer III. Huffman Prairie Flying Field will be a controlled-access, free entry site. The National Park Service will work with the partnership to facilitate effortless entry and a cooperative entry fee structure for the four sites.

DEVELOPMENT

Development will be limited because of the nontraditional nature of the park. The resource base will be extremely limited, and the substantive thrust will be toward a multilevel partnership among the four legislated partners as well as other entities that may become involved in the future. There will be no NPS capital-intensive development at the partner sites unless Wright-Patterson Air Force Base cannot fund the east anchor interpretive center. The Park Service will be limited by the park's enabling legislation to providing no more than $200,000 to its partners for the "operation, development, or restoration of nonfederally owned properties within the boundaries of the park. . . ."

The National Park Service will operate in The Wright Cycle Company building/ Hoover Block. The park will base its interpretation, orientation, and administration activities in these buildings. The cycle shop's main floor will continue to be used for interpretation. Adequate data is not yet available to determine historic use of the second floor of The Wright Cycle Company building. Due to physical constraints, there will be fire code and accessibility issues to be resolved. Consequently, the second floor can be used for storage on an intermittent and infrequent basis.

Maintenance activities at the shop will be enhanced to take care of deferred maintenance. The interpretive area can be redone at some unspecified point after the conclusion of the Centennial of Flight festivities. The second floor can be used for limited park support purposes such as storage or rehabilitation and interpretation of the printing suite if further documentary or structural research supported the historic use.

The Hoover Block's interior and exterior will be restored generally to the Wrights' occupancy in the mid-1890s. In addition, the printing suite might be restored if the data warranted. Plans and specifications for exterior rehabilitation will be completed. A contract for initial stabilization will be awarded when funding permits. Realistically, due to various constraints, interim use of these NPS-owned structures may be longer. The rehabilitation will concentrate on the Hoover Block for park use, including interpretation, administration, and operations. Depending on funding, this project will be phased between 1998 and 2001. (A prime NPS goal will be to complete the Hoover Block renovation and have the facility fully operational before the Centennial of Flight celebration in 2003.) Monitoring of ground-disturbing activities will occur during construction. Work will conform to the *Secretary of the Interior's Standards for Rehabilitation.*

Immediately adjacent to the Hoover Block, Aviation Trail, Inc., has constructed a new building behind the Setzer building facade. Both organizations may consider some shared development and use such as restroom facilities, and one elevator, but the new Aviation Trail building will be the responsibility and ownership of Aviation Trail, Inc. Both buildings can be linked through openings in the adjacent side walls, although both buildings will have separate entrances and different missions. It will be desirable to have an administrative, operational, and physical connection between the two buildings. Also, cooperative interpretive activities may occur through NPS staffing in the Aviation Trail building.

The proposed use and development of the plaza is interim. There will be no parking between The Wright Cycle Company building/Hoover Block or behind the Aviation Trail building. Future treatment may involve the development of some type of an interpretive treatment for the plaza lot that will evoke the historic scene's character by

ghosting and or marking historic property lines.

The plaza that physically links the three buildings will provide the initial entrance to the Aviation Trail building. This rear entrance to the building can be modified in the future to develop a Third Street entrance. Initially, entrance to the Hoover Block may be at the rear of the building, but the Park Service will consider a Third Street entrance as well. A Third Street entrance to both buildings will help bring pedestrian traffic to that thoroughfare.

PARTNERS SITE DEVELOPMENT

Wright-Patterson Air Force Base has ambitious plans for its aviation heritage sites and will do its share to develop the park's east anchor. Planning and design for a new interpretive center near the Wright Memorial will provide an impetus for cooperative Wright-Patterson Air Force Base/National Park Service interpretation for Huffman Prairie Flying Field and the Wright Memorial. There is a strong rationale and impetus for the Park Service to provide staffing at this interpretive center to develop and deliver interpretive programs.

Wright-Patterson Air Force Base will also take the lead at Huffman Prairie Flying Field to upgrade trails and parking (six cars and two buses). Implementation of the Five Rivers Metro Parks *Mad River Corridor Master Plan* will link Huffman Prairie Flying Field to Dayton's extensive river bike trail system. This innovative relationship between the Park Service and Wright-Patterson Air Force Base will demonstrate the grassroots approach to partnering. The Air Force base has provided funding for the cultural landscape report for Wright Memorial being prepared by the Park Service. The Air Force base is preparing interpretive signs/wayside exhibits for the Wright Memorial. Ongoing low-key contacts between the two entities have facilitated understanding the significance of the memorial designed by the Olmsted brothers firm and directly involved Orville Wright. The two organizations have consulted on the preservation/interpretation of natural resources at Huffman Prairie. The Park Service endorses these activities undertaken by Wright-Patterson Air Force Base management and staff.

At Carillon Historical Park the Park Service has been asked to provide technical assistance for the rehabilitation of Wright Hall. Expansion of the structure is underway as well as installation of an environmental monitoring and control system for adequate conservation of the Wright Flyer III. Currently there is a problem with rust on the aircraft due to temperature and humidity fluctuation.

The National Park Service also has reviewed and commented on plans to redevelop the site as a regional attraction. Carillon Historical Park will grow with the incorporation of additional sites for management and interpretation. These plans may require technical assistance in visitor orientation and preservation.

State funding similar to capital funding previously provided for the Dunbar House is being allocated for the rehabilitation of the two houses next to the Dunbar House. These structures are in a deteriorated condition and detract from the overall presentation of the Dunbar House. The two buildings will benefit from rehabilitation based on professional research and analysis.

Since the dream of an aviation heritage park became reality in 1992, The 2003 Committee has been the conduit for state capital improvement funds for several aviation heritage projects. The city of Dayton will continue its redevelopment of the park's immediate neighborhood with its plan to rehabilitate its existing structures as well as to construct new infill housing.

Section 109 of title I (PL 102-419) states that the "operation, development or restoration of non-federally owned properties within the boundaries of the park shall not exceed $200,000." While the proposed estimate for providing NPS interpretive staff at partner sites clearly exceeds the ceiling outlined in section 109, other sources of funding, including donated funds, changing the ownership to federal, or raising the funding cap can augment the deficiency.

The park and each nonfederal partner site will jointly reach agreement on how federal funds may be allocated at the partner sites to projects that support the park's mission. The partners will formalize the proposed undertaking at a nonfederal site in a cooperative agreement.

STAFFING AND COSTS

Interpretive staffing will be enhanced to keep The Wright Cycle Company building open on a permanent basis and get involved in outreach program with partners.

The Wright Brothers Print Shop building project will be completed. The east anchor interpretive center will be completed and staffed. Cooperative planning activities will be underway. NPS staffing will be provided at legislative partners' facilities.

Note: In congressional funding requests, the name of the Hoover Block has been changed to the Wright Brothers Print Shop building. Therefore, in the following cost summary the title, Wright Brothers Print Shop building, will be used instead of the Hoover Block.

One-time Costs

Wright Brothers Print Shop Building Rehabilitation Project

Phase 1: Exterior rehabilitation	$3,445,000
Planning funds for phase 3 exhibits and audiovisual	675,000
Phase 2: Interior rehabilitation	1,250,000
Phase 3: Interior finishing, exhibits, and audiovisual	2,900,000
Subtotal	**$8,270,000***

Wright Memorial Interpretive Center

The Air Force and Park Service would complete the interpretive center. Wright-Patterson Air Force Base has committed to constructing the building, if funding is available, with the NPS-provided exhibits, audiovisual facilities, and administrative support amenities. If so, $900,0000 in construction costs could be subtracted from this alternative. **$2,276,000**

The Wright Cycle Company building

Building rehabilitation	$539,000
Exhibits rehabilitation	195,000
Subtotal	**$734,000**

One-time Program Costs

Audiovisual program and materials	$410,000
Wayside exhibits planning and design In Miami Valley	135,000
Interpretive publication	200,000
Federal funding direct to partner sites	
Paul Laurence Dunbar House	200,000
Wright Flyer III at Carillon	200,000
Subtotal	**$1,145,000**

Operating-Continuing Costs

DAHC Commission Staffing (8.0 FTE)	
Federal	$350,000
Community Match, Nonfederal**	350,000
Professional NPS staff to assist interpretive partners and provide technical assistance (4.0 FTE)	$314,000
Additional interpretive staffing to provide service at Paul L. Dunbar House (3.0 FTE)	162,000
Additional interpretive staffing to provide service at Wright Hall and Carillon Historical Park (3.0 FTE)	162,000
Staffing increase when Wright Brothers Print Shop building opened for visitation (6.5 FTE)	511,000
Staffing for The Wright Cycle Company Building (8.0 FTE)	527,472
Staffing for interpretive center built by Air Force near Wright Brothers Hill (5.0 FTE)	277,000
Subtotal	**$2,653,572**
TOTAL (37.5 FTE)	**$15,078,572**

* Community to provide 20% of the development costs for audiovisual and exhibits. About $1.7 million will be deducted from federal costs.

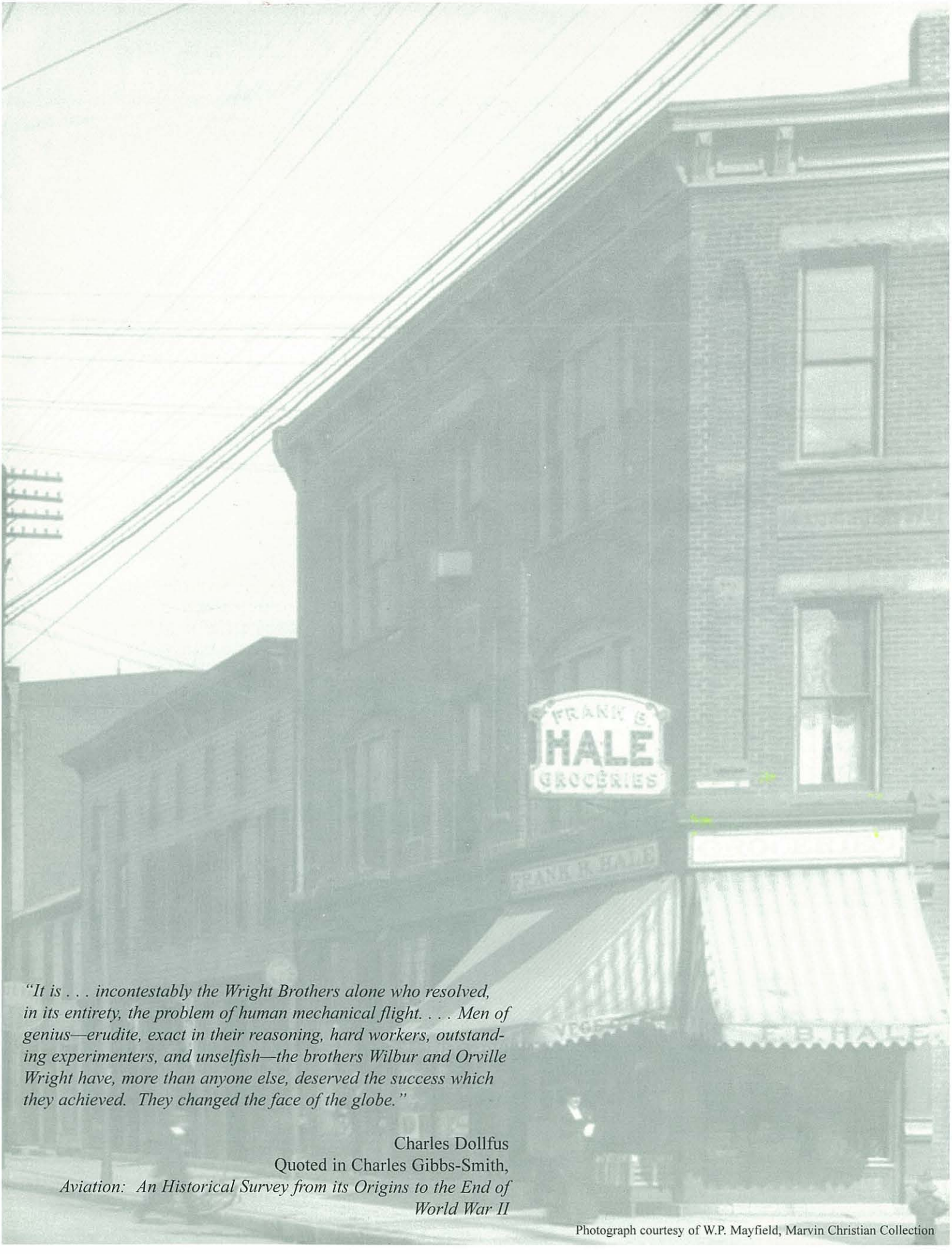
** Community-matched funds are required by legislation to match federal funds.

IMPLEMENTATION STRATEGY PRIORITIZED BY FISCAL YEAR

PROPOSED ACTION	RESPONSIBLE PARTNER	FISCAL YEAR
Complete historic structures report for Wright Brothers Print Shop building	National Park Service	1998
Stabilize Wright Brothers Print Shop building	National Park Service	1997–98
Initiate expansion and site improvements at Wright Hall	Carillon Historical Park	1997–98
Initiate rehabilitation of Wright Brothers Print Shop building	National Park Service	1998
Initiate rehabilitation of houses adjoining Dunbar House	Ohio Historical Society	1997
Reconstruct 1905 hangar at Huffman Prairie Flying Field	Wright-Patterson Air Force Base	1998
Complete rehabilitation of Wright Brothers Print Shop building	National Park Service	2000
Initiate construction of east anchor interpretive center	Wright-Patterson Air Force Base	1999
Complete rehabilitation of houses and barn adjoining Dunbar House	Ohio Historical Society	1999
Initiate/complete historic structures report for The Wright Cycle Company building	National Park Service	1998
Install exhibits in Wright Brothers Print Shop building	National Park Service	2000
Complete rehabilitation of second floor of The Wright Cycle Company building	National Park Service	undetermined
Install new exhibits on first floor of The Wright Cycle Company building	National Park Service	2000



INTERPRETIVE PLAN



"It is . . . incontestably the Wright Brothers alone who resolved, in its entirety, the problem of human mechanical flight. . . . Men of genius—erudite, exact in their reasoning, hard workers, outstanding experimenters, and unselfish—the brothers Wilbur and Orville Wright have, more than anyone else, deserved the success which they achieved. They changed the face of the globe."

Charles Dollfus
Quoted in Charles Gibbs-Smith,
Aviation: An Historical Survey from its Origins to the End of World War II

Photograph courtesy of W.P. Mayfield, Marvin Christian Collection

INTRODUCTION

What dreams we have and how they fly.

Paul Laurence Dunbar
(Quoted in Braxton, 1993)

At the very beginning of this plan, it is most appropriate to

- note that this *Interpretive Plan* is directly guided by the *General Management Plan*
- reemphasize one of the cardinal assumptions that guides the park's *General Management Plan* — that each of the four legislated component sites of the park will maintain its individual identity and its operational and managerial integrity
- note that this *Interpretive Plan* was prepared using a "goal-oriented" development process

This plan is a product of the synergy of a cooperative network of working partnerships. During the process of development of the plan, we became acutely aware of the critical bonding factor that developed and, in the future, of the continuance of that partnership network that will be absolutely necessary to provide visitors with a meaningful, cohesive park experience.

EXISTING CONDITIONS

This section briefly describes the park resources, the existing visitor use facilities and services, the recent levels of public use, and initial activities of the staff of this embryo park including current study and preservation efforts. Please see the *General Management Plan* for additional base data and information about the park and its resources.

Primary Partner Sites: Resources, Facilities, Programs, and Visitor Use

Wright Cycle Company Building and the Hoover Block. The Wright Cycle Company building (a national historic landmark located at 22 South Williams Street), the Hoover Block (at 1060 West Third Street), and the vacant lot between those two buildings (which was the location of several buildings of assorted sizes at the time the Wright brothers occupied the Hoover Block and The Wright Cycle Company buildings) constitute the park's core unit. Initially, Aviation Trail, Inc., recognized and preserved The Wright Cycle Company building and the Hoover Block for their outstanding level of significance related to the Wright brothers and the birth of powered flight. The Wright Cycle Company building, originally occupied by Wilbur and Orville Wright from 1895 to 1897, has been open for public use and interpretation (first floor only) since 1988. The Hoover Block, whose second floor housed the Wright and Wright Job Printing business from 1890 to 1895, has not yet been open to public use. On October 20, 1894, the Wright brothers also began printing their weekly magazine, *Snap Shots*, in this second-floor printing suite. They also printed Paul Laurence Dunbar' s weekly newspaper, the *Dayton Tattler*, in this print shop.

From 1895 to 1897, the Wright brothers consolidated both of their businesses — job printing and bicycle sales/repair — for the first time into a single location at 22 South Williams Street. In doing so, they moved their bicycle sales and repair from a shop at 1034 West Third Street and their print shop from the second floor of the Hoover Block.

It was while they occupied this location that the prime focus of their business energies shifted from printing to the bicycle business. While in business at 22 South Williams Street, the Wright brothers printed the last issue of their weekly *Snap Shots* magazine, began manufacturing their own brand name line of bicycles, and initiated efforts that eventually led to the invention of their airplane.

The Wright Cycle Company building is currently open to the public on Saturdays and Sundays year-round, daily from Memorial Day to Labor Day, and by appointment at other times of the year. The National Park Service operates the structure as a staffed public use facility, interpreting the refurnished shop and selling theme-related publications and related materials on behalf of Aviation Trail, Inc. [ATI]. The refurnishings and exhibits within this historic shop will remain on loan from ATI to the National Park Service until adequate documentation and funds are available to plan and install more accurate refurnishings and exhibits. The site has limited public use amenities.

Site bulletins will be prepared and produced for The Wright Cycle Company building and the Huffman Prairie Flying Field, in that order, as funding becomes available.

Currently, the second floor of the historic Wright Cycle Company building serves as park headquarters, although it is not accessible to all staff and visitors. As the park's administrative space requirements increase, park management expects to seek alternative space in neighboring buildings.

To properly plan for public use and interpretation of the Hoover Block, the National Park Service has completed a historic structure report for the building. Quinn Evans Architects, of Ann Arbor, Michigan, prepared the report under a professional services contract.

The vacant land between The Wright Cycle Company building and the Hoover Block is being used by contractors during Aviation Trail, Inc's, "reconstruction" of a new building fronted by the surviving streetside facade of the historic Setzer building. This new structure is located next door to the historic Hoover Block along West Third Street. The new structure, formerly known as the Setzer building, is now known as the Aviation Trail building. The shell of the Aviation Trail building contains a landscaped interpretive plaza with three low-profile wayside exhibits. These waysides, to be produced by the National Park Service's Harpers Ferry Center, will interpret

- Dayton Aviation Heritage National Historical Park and the birth of powered flight in general
- the historic West Dayton neighborhood of the Wright brothers and Paul Laurence Dunbar
- the historic 1895 Wright Cycle Company building

The National Park Service assumed responsibility for daily operation of The Wright Cycle Company building during the summer of 1994 and took title to that historic structure, the Hoover Block, and the vacant land between in January 1996. Together these properties constitute the core unit of the park, and the only portion of the park directly owned and managed by the National Park Service. When fully developed, this complex will be operated and interpreted as a single, coordinated facility.

In addition the uniformed National Park Service staff provides offsite interpretive programs/services upon request (as staff permits) for a great variety of groups — such as schools, elderhostels, and civic clubs. The park also sponsors, co-sponsors, and/or coordinates several annual events, which have — in the past — included

- commemoration of the December 17 anniversary of the first powered flight via a Memorial Kite Flying Contest

- celebration of the annual National Historic Preservation Week in May, with another kite flying activity, this time at historic Huffman Prairie Flying Field

- active participation in the week-long activities to observe Paul Laurence Dunbar' s June 27 birth anniversary

Paul Laurence Dunbar House. The Paul Laurence Dunbar State Memorial, a national historic landmark located at 219 North Paul Laurence Dunbar Street in West Dayton, preserves and interprets the last home of the first African-American writer to gain acceptance among national and international literary critics. The Dunbar House has been included in Dayton Aviation Heritage National Historical Park because of his literary accomplishments and his association with the Wright brothers.

The designation of the Dunbar House as an Ohio state memorial in 1936 was the first significant effort to honor and memorialize an African-American in the United States. Dunbar had achieved national and international fame as a prolific author of poetry, fiction, journals, essays, lyrics, and drama prior to returning to Dayton. During the relatively brief period of 13 years, Dunbar authored a sizable body of literary work. He returned to Dayton in 1903 to live out his final three years with his mother, Matilda, in this two-story residence. Dunbar did his final writing during his residence in this home and died here of tuberculosis in 1906.

This historic house museum, although authorized as a state memorial in 1936, opened to the public in 1938 with most of the Dunbar family furnishings still in place. Although some of the original furnishings have been replaced over the past 50 years, three key rooms of the house — Paul Laurence's study, his bedroom, and the family living room or front parlor — still contain almost entirely original furnishings. The home's furnishings and other permanent exhibits span many stages of the writer's life and accomplishments, from the shy, wide-eyed poet of his youth to the prominent national author and spokesman of his adulthood. These exhibits include the bicycle given to Dunbar by the Wright brothers (the gift bicycle was one taken in trade by the Wright brothers).

Although a designated Ohio state memorial, the site is operated by the private nonprofit Ohio Historical Society for the state. The memorial consists of five buildings and their surrounding 2 acres of grounds. Four of the five buildings are historic — the Paul Laurence Dunbar House, its historic barn, and two neighboring houses contemporary with the Dunbar House. The fifth structure is the modern visitor center at the rear of the site, which is physically connected to the historic houses.

The memorial is open to the general public Wednesday through Sunday from Memorial Day to Labor Day, and on weekends only during September and October. During the remainder of the year, the Dunbar House is open by appointment for scheduled tours for organized groups. The memorial is a fee collection area. During that offseason period the memorial staff also presents offsite, outreach programs on an "as requested" basis to groups, such as schools, elderhostels, churches, and civic groups.

The normal visitor experience at the Dunbar House begins in the visitor center, a modem structure on the rear of the property. The visitor center is the "nerve center" of the site operation and contains interpretive exhibits, including a theme-setting exhibit: *Paul Laurence Dunbar: The Man, His Time, and His Legacy* and a small sales area featuring theme-related publications and related educational materials. Some parts of the visitor center are available for community use (such as meetings and social gatherings) upon request.

Visitors experience the Dunbar House via either a conducted tour or a self-guiding tour, depending on the volume of visitor use and availability of staff. Tours are focused on the theme-setting exhibit (*Paul Laurence Dunbar: The Man, His Times and His Legacy*). Some of the tours are conducted by staff dressed in period clothing.

The memorial is on the threshold of major rehabilitation and restoration of its historic structures and grounds. Funds are appropriated, and a contract award is anticipated soon for

- rehabilitation/restoration of the two neighboring houses
- replica replacement of all the shutters on the Dunbar House
- construction of a ramp for access to the Dunbar House grounds
- rehabilitation/restoration of the Dunbar House's barn

Upon completion of this rehabilitation/ restoration work, the three historic structures will be adaptively used for both public and staff use. The first floors of the two neighboring houses will contain a new public use space — a Paul Laurence Dunbar Library — and office and breakroom space for the memorial's cadre of volunteers. The second floors of these two houses will be nonpublic space for memorial offices and staff use areas. The ground level of the historic Dunbar House's barn will contain a multipurpose space to be used to enhance the site's children's interpretation activities, such as storytelling and related activities. The upstairs of the historic barn will be used for staff work space and related nonpublic uses.

The Wright Flyer III and Wright Hall at Carillon Historical Park. The 1905 Wright Flyer III and Wright Hall are among the principal features of the nonprofit historical park, which is owned and operated by Carillon Historical Park, Inc. The 1905 Wright Flyer III, the world's first practical airplane and the aircraft in which man actually learned to fly, is a national historic landmark (originally designated on June 21, 1990).

Col. Edward A. Deeds, the founder of the nonprofit history museum called Carillon Historical Park, built Wright Hall and opened the 1905 Wright Flyer III exhibit to the public in 1950 as a memorial to Wilbur and Orville Wright.

The project grew out of Colonel Deeds' efforts to get permission from his close friend, Orville Wright, to build and display a replica of the Wright brothers' 1903 "Kitty Hawk" Flyer. Orville suggested instead that they feature the 1905 Wright Flyer III because it was the world's first airplane to be flown under full control and with full maneuverability. Further, Orville was instrumental in planning and developing the exhibit; he assisted in several important facets of the project, including

- locating and retrieving the pieces of the plane from storage
- directing the reassembling and restoration of the plane
- guiding the design of the recessed exhibit area to display the 1905 Wright Flyer III in a way that will allow visitors to view the aircraft from above and to better understand the dynamics of controllable flight

Currently, Wright Hall maintains the same season of operation as the remainder of Carillon Historical Park. The park is open daily from May 1 to October 31, except Mondays (unless Monday is a holiday). Like the Paul Dunbar House, Carillon Historical Park is a fee collection area.

In 1993 acting out of concern for improved security and environmental controls for the 1905 Wright Flyer III and improved accessibility and interpretation in Wright Hall, the staff and officers of Carillon Historical Park consulted with the National Park Service. They explored needs and options with park, regional office, and Harpers Ferry Center

staff to sensitively expand Wright Hall to improve resource protection and security, and to provide for the expansion of interpretation and visitor services. As a result of these cooperative planning efforts, the current building expansion project includes a wing and two corridors connecting Wright Hall with its next door neighbor — a replica of the last Wright brothers cycle shop.

The interpretive emphasis for the 1905 Wright Flyer III and Wright Hall is the development of a practical, fully controllable airplane and the comparative differences between the 1903 "Kitty Hawk" Flyer — flown at Kitty Hawk, NC — and the 1905 Wright Flyer III — flown at the Huffman Prairie Flying Field. To help interpret these important aspects of pioneer aviation development, the park presents the interpretive video entitled "The Wright Flyer III" in the replica Deeds' Barn, which, among other things, includes a demonstration of the "wing warping" flight control technique by Wilkinson ("Wick") Wright, a grandnephew of Wilbur and Orville Wright.

The interpretive emphasis at the replica of the last Wright Cycle Company building (original was used 1897 to 1916 by the Wright brothers located at 1127 West Third Street in West Dayton) is the three careers of Wilbur and Orville Wright — printing; bicycle repair, sales, and manufacture; and airplane invention and development. Additionally, they interpret the history of bicycle manufacturing in the Miami Valley from the approximate beginning of the Wright brothers' bicycle manufacturing business. To aid in interpreting these stories, the shop features numerous printing, bicycle, and airplane artifacts associated with the Wright brothers and their creative endeavors.

Carillon Historical Park relies on a fairly balanced combination of paid staff and volunteers to provide onsite interpretation and visitor use services.

At present, restroom facilities and water fountains are located in a different area of Carillon Historical Park. Picnic tables are available in a grassy area near the entrance of the overall facility.

The first phase of the Wright Hall wing was completed in summer of 1997. Although new interpretive media for Wright Hall will not immediately follow the completion of the addition, the park's existing interactive educational program about Wilbur and Orville Wright will be moved from the Activity Barn Center to the expanded Wright Hall. This expansion of Wright Hall, along with the construction of a new restroom building on the east side of the replica cycle shop, will provide adequate interpretation and visitor use facilities to allow park management the opportunity to extend the visitor season for the Wright brothers' complex. Phase two will get underway in 1998.

In addition to Carillon Historical Park's onsite interpretive/visitor use services, the park provides a limited outreach program throughout the year. Educational programs, presented solely by a cadre of trained volunteers, and speaking engagements, usually handled by permanent staff, are scheduled and presented on an "as requested basis." One of the most popularly requested educational programs is a "quiz format" program about Wilbur and Orville Wright and their family environment, entitled "*Were There Two Wright Brothers*?"

Carillon Historical Park also hosts a group of professional and avocational scholars with particular interest in the many facets of the lives, activities, and accomplishments of Wilbur and Orville Wright. This group, known as the Wright Research Committee, meets at the park on a regular basis. It currently is compiling a reference work or "source book" which they have titled *Wilbur and Orville Wright Handbook of Facts.*

They are seeking a grant to publish the work and make it available to scholars and researchers.

Huffman Prairie Flying Field and the Wright Memorial. Both the Huffman Prairie Flying Field and the Wright Brothers Memorial are sites located within Wright-Patterson Air Force Base and are therefore under the jurisdiction of the United States Air Force.

The Huffman Prairie Flying Field, a national historic landmark (dedicated in October 1990), was designated as one of the four legislated units of the park because it was the "airfield" at which the Wright brothers perfected practical, maneuverable flight while flying and testing both the Wright Flyer II and the Wright Flyer III from 1904 through 1915. In 1910, they established the Wright Company School of Aviation at the Huffman Prairie Flying Field, initiating the world's first permanent flying school and training many future civilian pilots and military aviators — including General Henry H. "Hap" Arnold.

The physical appearance and ambiance of the landscape of the flying field remains much the same as it looked during its years of active use by Wilbur and Orville Wright — 1904–1916. The treelines on two of the sides of the field vividly delineate those boundaries while flags mark each of the seven corners of this irregularly shaped open field.

The site is accessible by automobile using local air base roads — Hebble Creek Road to Pylon Road, or to Marl Road as an alternative. Plans are "in the mill" for the development of a dedicated bicycle path along the Marl Road alignment as supplemental access to the site.

As part of the cultural landscape, the flying field contains three visually prominent structures — a replica of Wright brothers' 1905 hangar and a representation of their catapult launch tower and rail and the commemorative pylon painted white, initially for maximum visibility from the overlook on Wright Memorial Hill. The memorial pylon was erected in 1941 at the approximate location of the beginning of the Wright brothers' first flight at Huffman Prairie in 1904. The replica 1905 hangar was built in October of 1990 by the U.S. Army Construction Engineering Research Laboratories (in time for the December 19,1990, dedication of the Huffman Prairie Flying Field National Historic Landmark). The replica catapult tower and rail was built during 1993–1994 as an Eagle Scout Service Project.

Field archeological reconnaissance and excavations have helped define the size and location of the Wright brothers' 1910 hangar.

The discovery trail, with its self-guiding trail booklet established in 1991 as an Eagle Scout project, provides visitors with onsite interpretation of this key aviation heritage site. The site, which has been publicly accessible since May 1991 (from 1986 to 1991 the prairie was open for special tours by advanced arrangement only), is open daily during daylight hours at those times when the base is open to the public. Unfortunately, the logistics of qualifying for the visit are sometimes frustrating and often time-consuming for many park visitors. However, in recent years, the historic Huffman Prairie Flying Field and its adjacent Huffman Prairie natural prairie habitat have been closed to the public for a week in May during a National Security Police Week shooting meet on the adjacent small arms firing range. Aside from the self-guiding interpretive trail, the site has no visitor amenities.

The 109-acre Huffman Prairie natural habitat is Ohio's largest surviving prairie remnant, and was designated as an Ohio Natural Landmark in 1986 by the Ohio Department of Natural Resources. To allow visitors some access to the typical vegetation of this natural prairie while still minimizing adverse impacts on this important surviving prairie remnant, a small, crescent-shaped prairie garden has been established on the

Huffman Prairie Flying Field between the replica 1905 hangar and Pylon Road.

The Wright Brothers Memorial, located on a hill overlooking the Huffman Prairie Flying Field, was dedicated on August 19, 1940 — on Orville Wright's 69th birthday with Orville present for the dedication. Although this site is not one of the park's designated units, the park's enabling legislation authorize the National Park Service to interpret the Huffman Prairie Flying Field and related topics at the memorial. The Olmsted brothers, the sons of Frederick Law Olmsted, designed the formal landscape of the memorial grounds, while the design of the central monument, with its commemorative inscriptions. Onsite information/interpretation consists of

- bronze plaques designed as an integral part of the low stone walls surrounding the perimeter of the formal memorial
- a high profile exhibit shelter with photographs and text, located at an overlook of the Huffman Prairie Flying Field, interpreting: the memorial, its construction, its 1940 dedication, and the Huffman Prairie Flying Field

The site contains only limited visitor amenities — a few picnic tables and rest benches.

Based on the presence of prehistoric Indian mounds discovered during ground preparation for the memorial, the Wright Brothers Hill was listed on the National Register of Historic Places in 1974.

To provide documented information for wise management of the Wright Brothers Memorial Hill, the Denver Service Center of the National Park Service is in the process of completing a cultural landscape report for this formally designed landscape. The report will be completed in late 1997.

Parkwide Visitor Use. To promote and facilitate parkwide visitor use of the four primary' park units of Dayton Aviation Heritage National Historical Park, the park staff has developed both a "rack" or "image" card and an interim park folder.

The "rack" card is being distributed to local visitor and convention bureaus, chambers of commerce, the Dayton International Airport visitor information counter, and similar entities as a parkwide promotional tool.

The interim park folder — originally prepared in cooperation with Denver Service Center staff — provides visitors with a succinct unified source of information and interpretation about Dayton Aviation Heritage National Historical Park and its four primary units. Each of the cooperating partners have brochures that continue to provide visitors with additional site-visit information.

The recommended travel route to all four key units of the park is from The Wright Cycle Company building to the Paul Laurence Dunbar State Memorial, then on to Wright Hall and Carillon Park, and finally on over to the Huffman Prairie Flying Field and the Wright Memorial Hill (please see the map in the "Recommendations" section for a general graphic delineation of this auto tour route for primary park units). The final segment of the tour generally routes visitors along the historic route that the Wright brothers travelled along the Dayton, Springfield & Urbanna Interurban Railroad between their West Dayton home and the Huffman Prairie Flying Field. Visiting all four units of the park will require driving about 20 miles and spending a minimum of about four hours to do so.

Visitor use data for the entire park is very limited, because of its newly authorized status. Total visitor use for the park for 1995 — the only year for which a full calendar year's data is available — was 40,288. Of that total, 85% of the visitation was recorded at Wright Hall in Carillon Historical Park. Visitation by site for 1995 is as follows:

Wright Hall/ Carillon Historical Park	34,370
Paul Laurence Dunbar House	2,364
The Wright Cycle Company Building	1,990
Huffman Prairie Flying Field	1,564
Total – 1995	**40,288**

The public use of the other three units may increase substantially as the park develops and becomes more well-known.

Supportive Heritage Sites and Museums

In addition to the park's four primary units or sites, a considerable number of secondary heritage sites exist in the Dayton-Miami Valley area, which help enhance the Dayton Aviation Heritage story. Those associated with the origin and development of aviation are listed and described in *A Field Guide to Flight on the Aviation Trail in Dayton, Ohio,* written by Mary Ann Johnson and published by Landfall Press.

Several of the key secondary heritage sites are identified and briefly described in this section.

Woodland Cemetery. The burial sites of Wilbur (1867-1912) and Orville (1871-1948) Wright and Paul Laurence Dunbar (1872-1906) are located within eyesight of each other near the crest of one of the many hills within Woodland Cemetery and Arboretum. Woodland Cemetery is located adjacent to the University of Dayton, just south of downtown Dayton.

The Wright brothers are buried in the Wright Family plot next to their parents, Bishop Milton Wright and Susan Koerner Wright, and their sister, Katharine Wright Haskell. Paul Laurence Dunbar's grave along with the grave of his mother, Matilda, is located a short distance to the northeast of the Wright family plot, just off one of the Woodland's interior access roads. Dunbar's grave is marked by a natural boulder under a weeping willow tree, and bears a plaque with the first verse of Dunbar's poem, *A Death Song*, which includes reference to a weeping willow tree.

The cemetery is also the final resting place for Lorin Wright and his wife (brother of Wilbur and Orville Wright), Catharine Van Cleve Thompson (Wilbur and Orville's greatgreat-grandmother who was one of Dayton's original settlers), and several other Dayton aviation heritage notables such as Charles F. Kettering, Edward A. Deeds, George W. Hartzel, and Lt. Frank S. Patterson.

The Wright Company. The Wright Company, located just off West Third Street at 2701 Home Avenue, was the world's first permanent aircraft factory.

During the seven years it operated (1910-1917), The Wright Company produced 13 different models of airplanes in this factory. These 13 models included military scout airplanes, civilian aircraft, seaplanes, models with fuselages as well as the earlier "open wind" models, and aircraft with front-mounted tractor propellers as well as the earlier "pusher" type propellers. All new models of aircraft produced here were flight-tested either at the Huffman Prairie Flying Field or the Seaplane Base on a large bend of the Great Miami River.

The buildings occupied by the Wright Company factory are now incorporated as part of a larger General Motors production facility still in operation. The exteriors of the Wright Company Factory are quite distinct, however, because of years of internal remodeling changes, the factory interior is rather indistinguishable.

The aircraft factory has been studied twice by the National Park Service. It was first studied for possible designation as a national historic landmark, and later its significance and feasibility were considered for inclusion within the park. Neither study resulted in such designations, yet the site remains a significant and contributing element to the interpretation of the development of aviation.

Other Wright Brothers and Closely Related Sites in the West Dayton Neighborhood

Several sites and structures in the immediate West Dayton neighborhood, in the vicinity of the Hoover Block and the Wright Cycle Shop, possess interpretive potential to help tell the story of the Wright brothers neighborhood environment. The site locations of the nonsurviving structures [except where otherwise noted] include

- the Wright family home at 7 Hawthorne Street — empty lot at the site, the original was moved to Greenfield Village at Dearborn, Michigan, by the Edison Institute in 1936 for public exhibit
- the first Wright brothers' print shop (outside the printing operation within the Wright family home at 1210 West Third Street)
- four Wright brothers' bicycle shops [located at 1005 West Third Street, 1015 West Third Street, 1034 West Third Street, and the last at 1127 West Third Street] [Please note: the third bicycle shop is the surviving structure at 22 South Williams Street; the fourth and last shop, within which the Wright brothers invented the first Wright Flyer airplane, was physically moved, along with the Wright Family home from 7 Hawthorne Street, to the Detroit area for exhibition at the Henry Ford Museum and Greenfield Village in 1936; additionally, a replica of the last shop is exhibited at Carillon Historical Park, adjacent to Wright Hall and its Wright Flyer III; it's also appropriate to note that Wilbur and Orville operated a bicycle sales shop at 23 West Second Street in downtown Dayton for about a year (1895–96)]
- The Wright Laboratory at 15 North Broadway and used by Orville for over three decades from 1916 to 1948
- the home of one of Wilbur and Orville's older brothers — Lorin Wright; a surviving, occupied residence located about three blocks east of the Wright family home at 117 South Horace Street
- the Ed Sines' home (Orville's closest boyhood friend and printing shop partner), a surviving, occupied residence just down the block from the Wright family home on Hawthorne Street

Wright Seaplane Base Site. From 1911 to 1913, the Wright Company used a section of the Great Miami River near the Sellars Road Bridge in the Dayton suburb of Moraine to flight test their seaplane models. They chose the slack water of a large sweeping bend in the river that afforded them calm water for takeoff and landing under a variety of prevailing wind conditions.

Hawthorn Hill. After achieving international recognition and financial success, Wilbur and Orville Wright designed a spacious new home to be built in the City of Oakwood. Unfortunately, Wilbur died prior to its construction. Following Wilbur's death, Orville with his father — Bishop Milton Wright and his sister Katharine Wright — occupied the new mansion. Although neither open to the public nor easily accessible as a visitor experience, the mansion (which has been designated a national historic landmark) represents the expression of successful achievements by the Wright brothers and will be interpreted as part of their story.

U.S. Air Force Museum. The U. S. Air Force Museum contains several artifacts directly related to the Wright brothers and many artifacts/exhibits relating to Dayton's aviation heritage. Located within Wright-Patterson Air Force Base (at Gate 28-B) just off Springfield Pike, this museum is the world's oldest and largest military aviation museum, the Dayton metro area's most heavily visited attraction, and the number

one noncommercial visitor attraction in the state of Ohio.

Other Theme Related Museums. Several other area museums with Wright brothers aviation heritage or Paul Laurence Dunbar-related themes and exhibits are worth visitors' time. These museums are

- Kettering-Moraine Museum — has Wright family exhibits, including original furniture from Orville's Hawthorn Hill mansion
- Montgomery County Historical Society — holds significant collections of Wright brothers, Wright family, and Dayton aviation heritage materials which are usually exhibited on a rotating basis
- David Gold Parachute Museum — the David Gold parachute artifacts collection will be exhibited in the Aviation Trail building
- National Afro-American Museum and Cultural Center branch to be located in the former Zion Baptist Church in West Dayton — when developed, this will be a satellite exhibit facility to the parent cultural center located at Central State University in nearby Wilburforce and will directly relate to the Dunbar heritage story

Wright State University Collections. The Paul Laurence Dunbar Library, which houses Wright State University's Archives and Special Collections, is a major resource for aviation scholars and researchers. This collection contains a number of Wright brothers' memorabilia on public exhibit, in addition to the Wright brothers' collection of documents and other manuscript materials. These artifact materials on display include national and international trophies and gold medals presented to Wilbur and Orville Wright. The entire Dunbar Library, including its archives and special collections, is open to the general public.

Wright "B" Flyer. A group of Dayton pioneer aviation enthusiasts has built and flies a look-alike representation of the world's first mass-produced airplane — the Wright "B" Flyer. It is available for public viewing several days a week at its home hangar at the Dayton Wright Brothers Airport south of Dayton.

INTERPRETIVE THEMES

These interpretive themes were developed by the planning team based upon materials generated during workshops with representatives of the legislative partners and other individuals and groups with particular interest in the Wright brothers, Dayton aviation, and Paul Laurence Dunbar heritage stories in September 1994 and February 1995. These themes were further refined and revised during workshops with legislative partner representatives reviewing a working draft of the *Interpretive Plan* in June and August 1996.

It is appropriate to note that the park's resources are rich and diverse enough to interpret a broad spectrum of events which dramatically convey the essence of the interpretive themes stated below. This richness and diversity of resources, which includes a wide range of cultural diversity, will interpret much of the birth and initial development of our national aviation heritage and its closely allied themes.

The boldfaced abbreviations following each theme and subtheme refer to the location(s) of major interpretive treatment or presentation of each theme or subtheme within the various units of the historical park. The following listing provides a key to these abbreviations:

WIC	**West Interpretive Center**
HB/SB	**Hoover Block/Aviation Trail Building**
WCC	**Wright Cycle Company Building (22 South Williams Street)**
EIC	**East Interpretive Center**
WMH	**Wright Memorial Hill**
WPAFB	**Wright-Patterson Air Force Base**
HPFF	**Huffman Prairie Flying Field**
WH/CP	**Wright Hall (containing the 1905 Wright Flyer III) and Carillon Historical Park**
PLDH	**Paul Laurence Dunbar House**
USAFM	**United States Air Force Museum**

The Wright brothers' invention of powered flight fundamentally affected the evolution of world civilization. WIC, EIC, WH/CP

The creation of practical air transportation changed our perceptions of space and time. **WIC, EIC, WH/CP**

It facilitated trade and communication and led to the creation of new industries. **WIC, EIC, WH/CP, WCC**

Aviation revolutionized society, culture, and warfare in the 20th century. **WIC, EIC, WH/CP, USAFM**

Wilbur and Orville Wright's willingness to question accepted scientific data and their confidence to act upon their own data enabled them to succeed. WIC, WH/CP, EIC

The brothers applied a rigorous scientific method to the problem of creating a practical powered airplane. **WIC, WH/CP, HPFF, EIC**

Their pioneering wind tunnel research corrected errors in aeronautical engineering concepts and data that previously were accepted as the conventional wisdom in aviation design. **WIC, WH/CP, EIC, HPFF**

Their mastery of engineering, mechanics, mathematics, and writing qualified them to deal with every facet of aircraft development, design, and construction. **EIC, WIC, WCC, WH/CP, HPFF**

The Wright brothers' achievements established Dayton as the birthplace of aviation. EIC, WIC, WH/CP, WMH

The world's first successful, power driven airplane-flown at Kitty Hawk, North Carolina on December 17, 1903 — was conceived, researched, designed and built in Dayton, Ohio, over a four-year time span. **WIC, WH/CP, EIC, WMH**

The Wright Flyer III was built, tested and modified in Dayton, Ohio, becoming the world's first fully controllable, practical airplane. **WH/CP, HPFF**

The Huffman Prairie Flying Field, where humans learned to fly, was the test site for the Wright Flyer III and home of the Wright Company's flying school. **EIC/HPFF**

Wilbur and Orville Wright built the United States' first aircraft factory and the world's first mass-produced airplane — the Wright "B" Flyer — in Dayton. **WIC, EIC, HPFF, USAFM**

Wright-Patterson Air Force Base continues Dayton's rich aviation heritage. **EIC, USAFM, WPAFB**

Their extraordinary family provided the foundation for Wilbur and Orville's scientific and technological triumphs. WIC, WH/CP

The brothers' synergy created a whole that was greater than the sum of the parts. **WIC, WCC, WH/CP, EIC**

The nurturing environment of the Wright family home, including library resources, encouraged Wilbur's and Orville's inquisitiveness, persistence, self-discipline, experiments, and systematic investigations. **WIC, WH/CP**

Katharine, the only college graduate in the family, provided emotional backing, encouragement, and logistical support that was essential to her brothers' successes. **WIC, EIC**

Paul Laurence Dunbar achieved international and national recognition in a literary world that was closed to African-Americans. PLDH, WIC, EIC

Despite racial barriers, Paul Laurence Dunbar and Wilbur and Orville Wright were friends. **WIC, PLDH**

Dunbar, like the Wrights, drew strength and encouragement from strong family relationships, particularly with his mother. **PLDH, WIC**

Dunbar's early work attracted the attention and support of William Dean Howells, the country's premier literary critic. **PLDH**

Dunbar's life and career illustrates the almost insurmountable barriers that confronted blacks in the United States. **PLDH**

Dunbar's varied and prolific work in poetry, essays, fiction, and drama helped lay the foundation for the Harlem Renaissance, one of the most important cultural explosions in American history. **PLDH**

DESIRED VISITOR EXPERIENCE GOALS

The resources of the various sites of Dayton Aviation Heritage National Historical Park offer visitors with significant opportunities to interact with, reflect upon, and immerse themselves in the meaning and values of one of our country's foremost contributions to world civilization. The park is committed to enabling visitors to physically, emotionally, and intellectually access and experience these resources.

The following goals were developed as a vision for the desired visitor experience for Dayton Aviation Heritage, based upon the combined wisdom and input of representatives of the various partner sites during an interpretive planning workshop held in November 1995. These themes were further refined and revised during workshops with legislative partner representatives reviewing a working draft of the *Interpretive Plan* in June and August 1996.

Orientation to Site and Story — Visitors will be provided with opportunities to make informed choices about visiting the park and related heritage sites, and will be provided with a comprehensive, visitor-friendly orientation network to facilitate visits to those sites.

Comprehensive, Coordinated Information/Interpretation — Visitors will have numerous opportunities to understand and experience the variety and significance of the various integral sites preserving and interpreting the Dayton aviation heritage story, without becoming overwhelmed and discouraged by apparently too much to see and do within their "available time."

Visitors will understand the interrelationships of each of the component Dayton aviation heritage sites, be encouraged to visit those sites, and be stimulated to understand and value the greater context of the Dayton aviation heritage story.

Visitors will be given numerous opportunities to understand the Wright brothers' invention of and refinements for the airplane, a pivotal development in world civilization, within its broad context as a stimulus for and a key factor within the general pioneering development of worldwide aviation.

The Dayton Community and Their Family Environments as a Fertile Stimuli for the Wright Brothers and Paul Laurence Dunbar — Interpretive facilities/media/programs will be designed to help visitors understand and appreciate the unusual talents and resources in Dayton that stimulated many inventions and caused, in part, Dayton to become the birthplace of practical, powered flight.

Visitors will be afforded opportunities to understand the extent to which the environment of the Dayton community and the fertile nurturing of their individual families helped stimulate the Wright brothers and Paul Laurence Dunbar to excel in their own chosen fields of endeavor and achieve results far exceeding others working in those disciplines.

Contributions and Accomplishments of Wilbur and Orville Wright — Visitors will understand and appreciate the Wright brothers and their personal characteristic traits, genius, talents, abilities, knowledge, perseverance, and ingenuity which they applied to develop and implement practical, free, controlled, and sustained powered flight.

Visitors will have opportunities to experience key artifacts that are integral to the beginning of practical, successful, powered flight — particularly the Wright Flyer III.

Contributions and Accomplishments of Paul Laurence Dunbar — Visitors will understand and appreciate that the Paul Laurence Dunbar story is a major component of the park's story.

The public will have opportunities to sensitively understand and value the broad scope of Dunbar's writings, honors, family nurturing and ties, and accomplishments.

Visitors will understand and appreciate the unusual multicultural, interracial compatibility and support which championed and promoted Dunbar's writings and significantly contributed to his successful literary career.

Relationships of Dayton's Aviation Heritage Sites to Other Such National/ International Sites — Visitors will be given opportunities to understand and appreciate the vital interrelationships between the historical events and the supportive resources of Dayton Aviation Heritage National Historical Park and Wright Brothers National Memorial at Kitty Hawk, North Carolina.

Further, visitors will be given opportunities to understand and appreciate significant relationships and stories of these sites and resources with other Wright brothers, pioneer aviation, and Paul Laurence Dunbar sites in the United States and abroad.

Broad Based Legacy/Implications of Dayton's Aviation Heritage — Visitors will have opportunities to personally realize the impact and influence of powered flight upon our modern lifestyles, choices, values, and perceptions of changing time and space.

Relationship of the Arts to Technology — Visitors will be introduced to the concept and appreciation that "the arts" — literary arts, fine arts, and performing arts — can and do complement science and technology of Dayton's aviation heritage.

Educational Outreach Facilitation — Organized school groups, whether they visit the park or not, will be provided with opportunities to study and understand the broad heritage stories of the Wright brothers and the development of aviation, early Dayton aviation development in general, and Paul Laurence Dunbar, within the larger context of time, place, and their associated events.

Motivation for Return Visits — Visitors will leave the park with enough motivation and stimulation to want to return again, perhaps with others.

RECOMMENDATIONS

IMPLEMENTATION OF THE VISION

This *Interpretive Plan* proposes interpretation, orientation, and informational media treatments for multilevel interpretive/educational visitor experience elements implementing the interpretive vision for Dayton Aviation Heritage National Historical Park. It provides options for visitors depending on their amount of interest and available time. Please see Primary Park and Supportive Heritage Site Locations, Dayton Aviation Heritage National Historical Park map for locations of these sites and facilities within the Greater Dayton area.

As previously stated, it is appropriate to reemphasize one of the key assumptions that guides the park's *General Management Plan* — each of the four legislated component sites of the park will maintain its individual operational and managerial integrity.

This plan has been developed through a cooperative network of working partnerships, which is the key ingredient for the successful implementation of this important national park. The critical bonding factor that will be absolutely necessary to provide visitors with a meaningful, cohesive park experience will be the ongoing continuation of that partnership network to promote, develop, and expand the interpretive and educational programs and services throughout the park.

ORIENTATION TO THE HISTORICAL PARK AND RELATED HERITAGE SITES

General Planning Considerations

The realities of several factors within the greater Dayton/Miami Valley emphasize the need to establish two interpretive centers at which most visitors will initiate their Dayton Aviation Heritage National Historical Park experiences — one in West Dayton and one on the east edge of the Miami Valley. Most important among these factors are the number and location of significant sites, major traffic patterns and transportation arteries, and existing visitor attractions.

For consistent visitor orientation/service and parkwide continuity, these interpretive centers will be complemented and supported by parkwide orientation panels at both Wright Hall in Carillon Historical Park, the Dunbar House State Memorial, the U.S. Air Force Museum, and perhaps a few other heritage sites to be selected. Orientation panels designed for "after-hours" visitor use will also be designed and installed just outside the two interpretive centers.

West and East Interpretive Centers

The west interpretive center will be located within the National Park Service headquarters unit in West Dayton, which includes The Wright Cycle Company building and the Hoover Block/Aviation Trail building complex. If available space within these structures become inadequate for both visitor use/interpretation functions and administrative/management functions, public use functions will have highest priority. If alternative space for administrative/management functions is needed, such space will be sought in other suitable buildings in the immediate West Dayton neighborhood.

The east interpretive center will be located within Wright-Patterson Air Force Base at the base of Wright Memorial Hill, near the intersection of Ohio State Route 444 and Wright-Patterson AFB Gate 16-B.

To best serve all visitors, each of these visitor orientation facilities will house several common visitor use/interpretive

facilities, media, and services designed to feature the Dayton aviation heritage story in the proper context of its international importance. However, each will also have features unique to that orientation facility, to

- introduce and briefly interpret selected aspects of the legacy and heritage of work and achievements of the Wright brothers and Paul Laurence Dunbar
- specifically orient and introduce visitors to key heritage sites of the park in general proximity to that visitor orientation facility

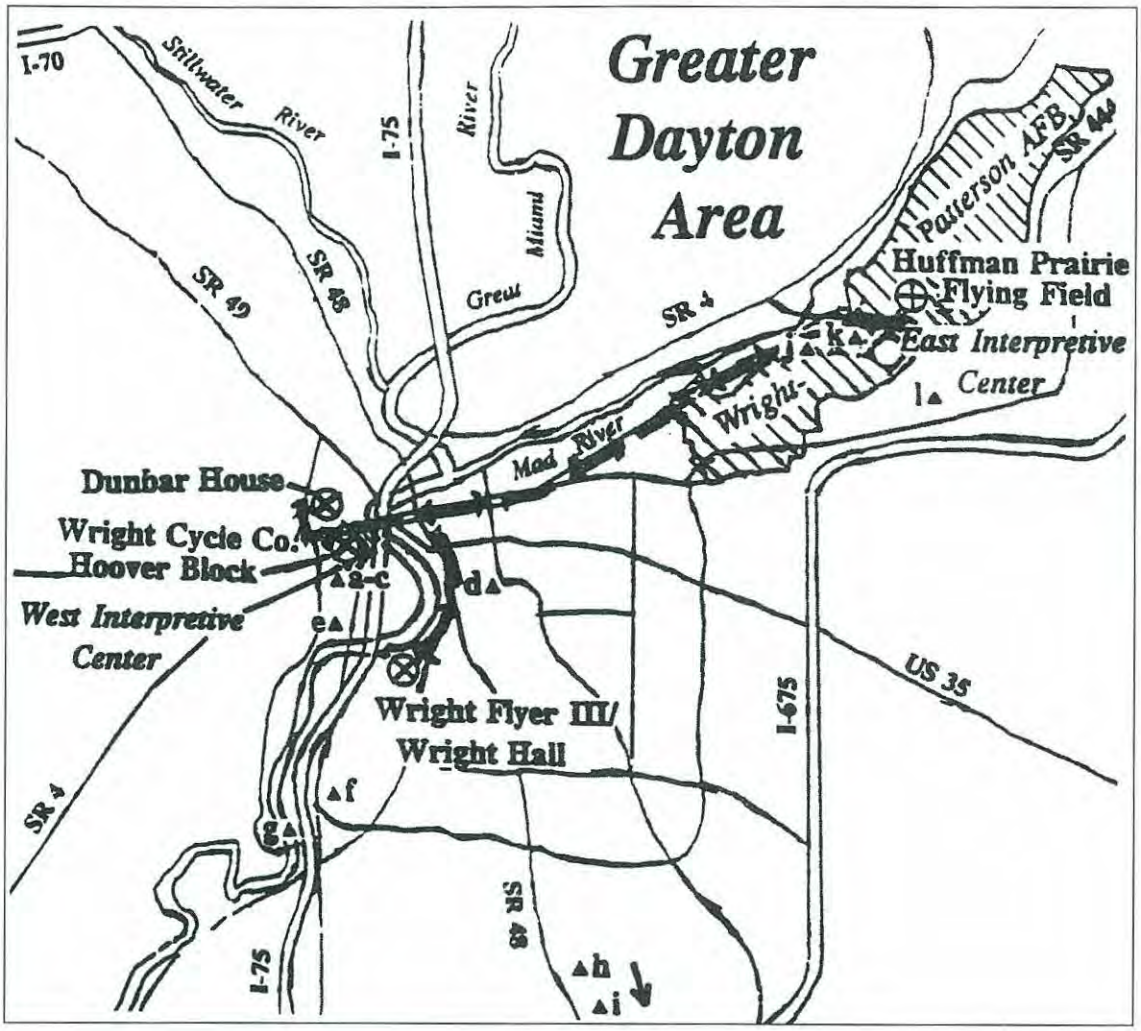
The features and facilities common to both the west and east interpretive centers will include

- staffed information/orientation desk staffed by trained, uniformed NPS staff
- a large map-based graphic of the park and related Dayton Aviation and Dunbar heritage sites, including graphics to illustrate each of the major component sites, located at or adjacent to the information/orientation desk
- a 15-20 minute audiovisual program, "Dayton Heritage of Flight," interpreting two of the most significant results of the Wright brothers' invention of powered flight in Dayton

  that it fundamentally affected the evolution and course of world civilization

  that it established Dayton as the birthplace of aviation
- full use of this major audiovisual program will require development and installation of several programmatic variations of the program: closed captioning, audio description, audio amplification, foreign language sound tracks in especially Japanese and German, and possibly in Russian, Chinese, French, and/or Spanish
- the audiovisual program will be presented in a dedicated AV theater or similar space with a viewing capacity of 75 persons; for greater flexibility for interpretive programming, it will be very desirable to have dual theaters in each interpretive center — however, the realities of limitations of site and space may preclude installation of the second theater
- an exhibit interpreting the vital interrelationships between the historical events and the supportive resources of the Wright Brothers National Memorial at Kitty Hawk, North Carolina, and those of Dayton Aviation Heritage National Historical Park, possibly incorporating one or more short audiovisual segments
- exhibits to introduce visitors to the Dayton Aviation Trail and a Dunbar Heritage Trail, when developed, for the greater Dayton area — incorporating a map, pictorial graphics, and perhaps one or more short audiovisual segments
- separate exhibits to introduce visitors to the national and international aviation heritage trails and the national Dunbar heritage trail when developed
- an interpretive sales space featuring theme-related publications, audiovisuals, and related educational/ interpretive materials
- adequate visitor convenience facilities: public restrooms, drinking fountains; public telephones
- adequate staff support facilities: offices, workrooms, breakrooms, and publications storage — both for free distribution publications and secure storage for accountable cooperating association sales stock

Primary Park and Supportive Heritage Site Locations, Dayton Aviation Heritage National Historical Park



KEY:

- Primary Park Unit
- Interpretive Center
- Auto Tour Route for Primary Park Units
- Key Supportive Heritage Site/Museum

362	17000
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a. Wright Family Sites. West Dayton Neighborhood
b. National Afro-American Museum/Zion Baptist Church
c. David Gold Parachute Museum (ATI/Setzer Bldg.)
d. Wright/Dunbar Grave Sites. Woodland Cemetary
e. Wright Company Factory
f. Kettering-Moraine Museum
g. Wright Seaplane Base Site
h. International Women's Air & Space Museum
i. Wright "B" Flyer/Dayton Wright Bros. Airport
j. U.S. Air Force Museum
k. Wright Brothers Memorial
l. Wright State University Collections

- perhaps a visitor-accessible Internet terminal networked with other Wright brothers/Dayton aviation/Dunbar sites and "home pages" designed for optimum use by the greatest number of visitors at any given time; suggested locations for inclusion in the network might include: Wright Brothers National Memorial at Kitty Hawk; Greenfield Village, at Dearborn, MI; Dayton Annual Air Show at Dayton International Airport; the Wright family and Dunbar grave sites at Woodland Cemetery

In addition to the above considerations, exhibits and facilities unique to the west interpretive center will be those treating the following:

- orienting visitors to and introducing the Hoover Block and The Wright Cycle Company building as primary historic sites where the Wright brothers produced products — printing and bicycles, conducting business, and exercising creativity leading to the invention of the first practical, maneuverable airplane

- interpreting the friendship and business associations between the Wright brothers and Paul Laurence Dunbar, as much as the limited historic documentation will allow, perhaps through the use of historic photographs and original or high quality replica publications printed by Wilbur and Orville Wright for Dunbar; part of this exhibit will feature a further invitation to visit the Dunbar House, right here in the West Dayton neighborhood

- interpreting the family environments, nurturing and support, as well as the personal persistence and discipline that enabled Wilbur and Orville Wright and Paul Laurence Dunbar to succeed where less persistent, less visionary had failed

- a short audiovisual piece may work best to interpret this subject in this location: interpreting Orville Wright's Hawthorn Hill Mansion in the neighboring city of Oakwood, in lieu of its inaccessibility to the public

- introducing, interpreting, and inviting visitors to visit other selected Wright brothers/Wright family and Dunbar sites in the West Dayton neighborhood and the nearby area; presentation of these sites will provide the best opportunity to interpret the significant role of the Wright family and of the Dunbar family in providing the support for Wilbur and Orville's scientific and technical triumphs, and Dunbar's literary contributions and triumphs; these Wright brothers/Dunbar heritage/ neighborhood sites will include

  the Wright Company aircraft factory

  the Wright family and Dunbar grave sites in Woodland Cemetery and Arboretum

  the sites of key nonsurviving and relocated structures — the Wright family home at 7 Hawthorne Street (now at Greenfield Village, Michigan), the last cycle shop at 1127 West Third Street (now at Greenfield Village, Michigan), other Wright Cycle Company locations, and Orville Wright's laboratory at 15 North Broadway

  the historic West Dayton neighborhood cultural landscape

- providing adequately controlled environment for the park's small, but growing artifact collection and a small, selective park reference library that still needs to be developed; providing some or all of the park headquarters offices and support space — staff restroom, storage, and similar functional needs

Exhibits and facilities unique to the east interpretive center treating the following:

- orientation/introduction of visitors to the Huffman Prairie Flying Field as a primary historic site where the Wright brothers perfected practical flight, tested new aircraft, and conducted their Wright Company flying school
- the heritage of Ohio's largest surviving natural prairie will also be introduced
- orientation/introduction of visitors to the Wright Memorial as a key historic site where the Wright brothers are fittingly honored for their pioneer accomplishments as inventors of practical powered flight; the memorial dedication, attended by Orville Wright, may also be interpreted
- interpretation of Wright-Patterson Air Force Base as a very visible symbol of the legacy of Dayton's rich aviation heritage; and within such a context interpret the Wright brothers and their salient influence on military aviation
- provision for a small space or gallery for rotating exhibits concerning special emphases, events, and activities

Parkwide Orientation Panels

To complement the two interpretive centers, comprehensive parkwide orientation panels will be located at Wright Hall in Carillon Historical Park, at the Paul Laurence Dunbar State Memorial, and outside each of the two interpretive centers. The panels will incorporate information included on the large orientation graphics in the east and west interpretive centers. These panels will also alert visitors to those sites where entrance fees are charged.

These panels may have either interior or exterior locations, depending on what serves both the visitor and the site best. However, exterior orientation panels at the two interpretive centers will provide "after hours" visitors with essential park information. Cultural landscape features and site design elements will be primary determining factors concerning exterior locations of these panels. If exterior locations are indicated, they will be included in the parkwide wayside exhibit plan. As indicated elsewhere in this plan, the parkwide wayside plan needs to address such factors as design elements that promote continuity throughout the heritage park and coordination with the color palette developed for national park signs by National Park Committee of The 2003 Committee and the City of Dayton Planning Department.

Similar orientation panels will be appropriate at the Dayton International Airport Terminal, at the various Dayton/Montgomery County Visitors Bureau offices, highway "welcome"/tourism centers, and near the U.S. Air Force Museum at Wright-Patterson Air Force Base. Smaller information/orientation panels may also be appropriate at several of the first-level supportive heritage sites.

EXPERIENCING THE PRIMARY PARK RESOURCES

General Planning Considerations

To provide optimum opportunities to understand and appreciate the integral interrelationships of each of the component Dayton aviation heritage sites, park visitors will be encouraged to visit all four of the legislatively designated units of the park, which are

- Hoover Block (plus Aviation Trail building) and Wright Cycle Company building in West Dayton
- Paul Laurence Dunbar State Memorial in West Dayton
- 1905 Wright Flyer III/Wright Hall at Carillon Historical Park

- Huffman Prairie Flying Field (and the Wright Memorial) within Wright-Patterson Air Force Base

Each of these sites offers the public either the place where an important segment of the Dayton Aviation Heritage story occurred or where significant artifacts are exhibited to the public.

The interpretive stories at each of these four sites will complement and reenforce the interpretive media and services at the other three. No attempt will be made to interpret the entire park story at each area. Interpretation of this internationally significant story has been planned using the concept that "the whole is greater than the sum of its parts." An active network of interpretive and educational staff personnel of the partners is vital to effectively use the park's resources and facilities.

Two or three important "take along" tools providing a balanced mix of information, orientation, and interpretation will help park visitors experience all four primary park sites in a comprehensive, visitor-friendly manner. The main visitor travel route among these four main partner sites will remain much the same as is now in use.

The primary "take along" tool will be the official National Park Service unigrid folder, which will interpret both the overall nature and importance of the park and the description and importance of each of the four primary park units.

The secondary "take along" tools will include a variety of audio and video formats. These audiovisual tools will be designed and produced to provide enhanced interpretation for each of the various possible modes of travel throughout the park, as well as to supportive heritage sites. These modes of travel might include, but not be limited to: private vehicles; commercial tour coaches [buses] equipped with on-board video monitors; and some form of public transportation linkage among the four park units — such as the rubber-tired Wright Flyer trolley. Considering the park's limited staffing, the use of nonpersonal interpretive media aboard tour buses and public transportation systems will be much more cost effective than personal services interpretive staffing. All such interpretive media will be developed to complement the text and map in the park's unigrid folder. Please see the "Publications and Related Portable Media Plan" section for additional description and discussion for these audiovisual proposals.

At present two of the sites have admission fees — the Dunbar House and Carillon Historical Park. In order to promote a park experience that is as visitor-friendly and seamless as is possible, some form of cooperative admission fees structure will be explored. Likewise, the cooperative scheduling of organized group visits to partner sites will be investigated.

Hoover Block and The Wright Cycle Company Building

The Hoover Block, The Wright Cycle Company building, and the vacant lot between those two buildings together constitute the only unit of the park owned and managed by the National Park Service. This "core unit" of the park will be operated and interpreted as a single facility. The vacant land between these two important surviving historic structures may be used to focus on the interpretation of the historic urban landscape of the Wright brothers' West Dayton neighborhood. A cultural landscape report for this area will guide the best use and interpretation of this parcel. The report may be expanded to the larger West Third Street (Wright-Dunbar) and Dunbar Historic Districts, to assure that National Park Service restoration efforts toward establishing appropriate streetscapes within the core unit will not be in stark contrast to the appearance of the remaining portions of the historic districts.

The Hoover Block. Wilbur and Orville Wright occupied the corner suite on the second floor of the Hoover Block for their printing business for almost five years (fall of 1890 to the spring of 1895). During that period, they honed their business skills through their job printing business, published and distributed their weekly magazine, *Snap Shots*, and printed Paul Laurence Dunbar's weekly newspaper, the *Dayton Tattler*, for his distribution to Dayton's African-American community. Thus in addition to permanently housing the west interpretive center, the building offers prime interpretive opportunities.

Although the visitor entrance to the adjacent Aviation Trail building opens to Sanford Court (a short, narrow street behind the Hoover Block), the historical entrance to the building from West Third Street will become the visitor entrance. To make use of the Third Street entrance practical and inviting, a visitor parking lot somewhere along or just off West Third Street is needed, and pedestrian-friendly facilities will be developed to encourage foot traffic along West Third Street.

Aviation Trail, Inc., is constructing the interior floor levels of their new building in such a way as to provide full access to all floors between their building and the adjacent historic Hoover Block.

The ground floor will house the permanent visitor orientation facility, and at least a portion of the second floor will be used to interpret the Wright brothers and their job printing occupation. The remainder of the Hoover Block interior will be used for National Park Service headquarters offices and support facilities.

The interpretation of the Wright brothers' printing story on the second floor will focus on two aspects:

- the role that Wilbur and Orville's printing business played in honing their business basics and skills and developing their unusually efficient work style of synergistic cooperation
- the friendship and business associations between Paul Laurence Dunbar and the Wright brothers, which in turn offers additional opportunities to legitimately strengthen the direct relationship between these two important heritage stories and encourage park patrons to visit the Dunbar House and experience its important message; the Dunbar House State Memorial staff will be involved during the planning and development of this aspect of the Wright brothers print shop interpretation on a consultation and review basis.

If sufficient historical data and architectural evidence can be found to define the size, shape, and appearance of the Wright brothers' job printing suite, it will be appropriate to refurnish part or perhaps all of their print shop in this location. A combination of the historic furnishings and perhaps selected audio messages will dramatically interpret the Wright brothers-Dunbar connection.

The existing third floor ballroom may lend itself to audiovisual presentations as well as to multipurpose uses.

The Wright Cycle Company Building. If enough documentary evidence exists, the ground floor will be accurately refurnished to the period when Wilbur and Orville Wright were beginning to manufacture bicycles but were still doing some job printing. The interpretive story at this location will be a combination of:

- the significant role of the bicycle business — sales, repair, and manufacturing — in the life and careers of the Wright brothers, particularly including the stability of the business that provided them with both the time and the money to pursue their aeronautics experiments

- a shifting emphasis of careers from printing and the bicycle business to aviation; the synergy of effort between them that created a whole that was greater than the sum of its parts

- practical illustration of their persistence, effort, and discipline in applying the scientific method to identify and solve the technical problems of free, controlled, sustained flight and those needed to successfully pursue their manufacturing ventures

To avoid negatively impacting the integrity of the refurnished scene, audio messages set against the background of ambient print shop and machine shop sounds will most appropriately interpret these important messages.

For the interim, the existing exhibits are on loan from Aviation Trail, Inc., and are displayed in the way they were originally planned and installed by Aviation Trail, Inc., with a minimum of changes.

If enough documentary evidence of the nature and arrangement of the Wright brothers' second floor printing shop exists, historic refurnishings of that floor as a print shop will be seriously considered. If that floor is refurnished, some type of interpretive programmatic access will need to be developed because of the lack of accessibility to all visitors and staff. If the second floor is not refurnished as a print shop, that floor likely will be relegated to such functions as storage and additional conference room/meeting space.

Paul Laurence Dunbar State Memorial

All interpretive planning and treatments concerning this site will solidly convey its role and status as an integral part of Dayton Aviation Heritage National Historical Park, interpreting Paul Laurence Dunbar's world-renowned literary accomplishments and his important associations with the Wright brothers.

As stated previously, a parkwide orientation panel will be installed in an appropriate location to help visitors understand this site's role and involvement in the larger Dayton Aviation Heritage National Historical Park. The memorial staff will be consulted and be considered integral in the development of parkwide publications and other similar interpretive materials, such as audio, video, and publications materials.

In addition to continuing an interpretive focus upon *Paul Laurence Dunbar: The Man, His Times, and His Legacy,* the Dunbar House staff may consider new exhibits for the house and its auxiliary public use spaces [the two neighboring residences and the historic Dunbar barn] that support this plan. All such new media will particularly focus on interpreting the Paul Laurence Dunbar interpretive theme and its subthemes (please see the "Interpretive Themes" section). National Park Service technical support and consultations, training and orientation, and additional staffing assistance will be provided on an "as requested" basis.

The Wright Flyer III and Wright Hall at Carillon Historical Park

As at the Dunbar House State Memorial, a parkwide orientation panel will be installed in an appropriate location in Wright Hall to help visitors understand this site's integral role and involvement in the larger Dayton Aviation Heritage National Historical Park. Their education and visitor services staff will be consulted, and this site will be integrally included in the development of parkwide publications and other similar interpretive materials such as videos and audio tape tours.

In addition to the Wright Flyer III, the Carillon Historical Park collection contains significant, exhibitable artifacts (some of

which are already on display) that help interpret Wilbur and Orville Wright's successful invention and perfection of practical powered flight, including the following:

- the Wright brothers' bicycle with the aerodynamics testing device mounted on the handlebar post
- the sewing machine they used to sew the canvas wing, stabilizer and rudder covering
- an airplane engine designed, developed, and built by Wilbur and Orville Wright
- the Wright brothers specially modified, improved drafting table
- the camera and tripod they used to photograph their first successful flight at Kitty Hawk, a replica of the original wind tunnel developed by the Wright brothers
- original pieces of the 1905 Wright Flyer III not used in the restoration
- the canoe used by Wilbur Wright as a "floatation device" for the 1910 Hudson Fulton celebration flight
- Orville Wright's personal tool chest and tools; a Wright "B" Flyer nameplate; commemorative Wright brothers medals, stamps, and memorabilia

In the process of continuing to interpret the Wright brothers' development of practical, fully controllable flight and the comparative differences between the 1903 Kitty Hawk Flyer and the 1905 Wright Flyer III, the Carillon Historical Park staff will continue to plan and develop future exhibits and interpretive materials for Wright Hall and the replica 1897–1908 Wright Cycle Company building. The direct relationship between the 1905 Wright Flyer III and the Huffman Prairie Flying Field needs to be interpreted — i.e., that this aircraft was successfully flown at Huffman Prairie and that it was the culmination of their efforts to develop the practical airplane. Interpretive media will incorporate these and other Wright brothers' flight-related artifacts to communicate the important theme or concepts that

- Wilbur and Orville Wright's willingness to question accepted scientific data and their confidence to act upon their own data enabled them to succeed
- The brothers' synergy created a whole that was greater than the sum of its parts

Wright Hall with its significant contents, taken in context with all of Carillon Historical Park's invention and transportation artifacts and resources, will be used to interpret the concepts that

- the Wright brothers' invention of powered flight "facilitated trade and communication, and lead to the creation of new industries"
- aviation continued the development sequence of major new transportation replacing previous "state of the art" forms of transportation

Continuing National Park Service technical support and consultations, staff training and orientation, and additional staffing assistance will be provided on an "as requested" basis.

Huffman Prairie Flying Field and the Wright Memorial

The Huffman Prairie Flying Field will be interpreted as one of the keystones giving legitimacy to the claim that Dayton is indeed the true birthplace of aviation. All interpretive media planned and installed on this site will seek to minimize intrusions on the integrity of this important cultural landscape.

The Wright-Patterson Air Force Base is planning a new bicycle/pedestrian trail access to this historic flying field. When that occurs, the existing self-guiding booklet for the flying prairie discovery trail will need revision to reflect the new entrance to the trail. The revised self-guiding trail brochure will be used until replaced by a new series of wayside exhibits.

This new wayside exhibit system will include an introductory trailhead wayside exhibit and several low-profile interpretive waysides installed along the trail and the perimeter of the flying field. The planning and installation of any such exhibitry, most likely using many of the historic, documentary Wright brothers' photographs taken at Huffman Prairie Flying Field, will be guided by the findings of the cultural landscape report. Possible subjects of these wayside exhibits could include, but not be limited to

- the development of sustained, practical, controllable flight
- the 1904 and 1905 hangars; the catapult tower launching device
- Simms Station site
- the 1910 hangar site
- the Wright Company School of Aviation
- the 109-acre natural prairie habitat — the largest surviving natural prairie remnant in Ohio and Orville Wright's initial association with the prairie for natural history studies

Low-profile wayside exhibits will also interpret the Wright Brothers Memorial Hill. High priority will be given to replacing the existing outdoor exhibit shelter with its glass case enclosed panels with a limited number of waysides interpreting such topics as

- the memorial and grounds design and construction
- the dedication with the personal presence of Orville Wright; sensitive, selective interpretation of the prehistoric Indian mounds
- the legacy of powered flight, which is so visible from this promontory

At these sites also, National Park Service technical support and consultations, staff training and orientation, and staffing assistance will be provided on both an "as authorized" and an "as requested" basis.

EXPERIENCING THE SUPPORTIVE HERITAGE RESOURCES

General Planning Considerations

The four units of Dayton Aviation Heritage National Historical Park with national significance are further enhanced and supported by a large number of other supportive aviation, Wright brothers/family, and Paul Laurence Dunbar heritage sites and museums of regional and local significance.

Opportunity to visit and experience these related sites will be provided for those visitors with both additional interest and time.

These sites and points of interest will be considered in two different categories or levels.

The first level includes a select group of sites and museums which are particularly supportive of the park's four primary sites. If an audio tape tour or similar media is developed for visitors touring the park in private vehicles, all of these sites will in some way be included. These sites also will be included in the official unigrid folder, if inclusion can be made without confusing or substantially overwhelming the visitor. Since the historical park's enabling legislation allows for National Park Service interpretation of other related heritage sites,

one or more interpretive waysides may also be considered for many of these sites.

The second level will consist of all other sites listed and described in the soon to be released revised edition [1996] of Mary Ann Johnson's *A Field Guide to Flight on the Aviation Trail in Dayton, Ohio*, published by Landfall Press; plus possibly an additional group of Dunbar heritage sites within the Dayton/Miami Valley area, whose particular identity is yet to be determined. •

First Level Heritage Sites and Museums

Woodland Cemetery. The cemetery management and education officials will be consulted concerning the appropriateness and feasibility of interpreting the Wright brothers and Paul Laurence Dunbar grave sites, and perhaps the grave sites of other Wright family members and Dayton aviation heritage personalities, with interpretive wayside panel(s).

Wright Company Factory. Park staff will work with General Motors factory management to determine the appropriateness and feasibility of a low-profile wayside panel to interpret this important Wright brothers/ aviation heritage site. A location on the outside edge of the front parking lot might be considered.

Other Wright Brothers and Closely Related Sites in the West Dayton Neighborhood

In addition to the Hoover Block and The Wright Cycle Company building, there are about six Wright brothers and closely related sites and structures in the immediate West Dayton neighborhood which will be marked and interpreted, in some way, via walking tour. These sites include (please see "Supportive Heritage Sites and Museums" section for greater details about these sites)

- the Wright family home at 7 Hawthorne Street
- the first Wright brothers print shop
- four other Wright brothers bicycle shops, including the last one in which they invented the first Wright Flyer airplane
- Orville Wright's laboratory
- Lorin Wright's home at 117 South Horace Street (a surviving, occupied residence)
- Ed Sines' home within the same block on Hawthorne Street as the Wright family home (a surviving, occupied residence)

Park staff will work cooperatively with city officials and neighborhood leaders to lay out and develop a walking tour using a combination of marker posts, a self-guiding pamphlet, and perhaps a few low-profile interpretive waysides. The historical integrity of the historic Wright-Dunbar neighborhood needs to be considered in determining the nature of the interpretive media devices to be used.

Wright Seaplane Base Site. If an appropriate overlook with adequate access and parking can be developed working cooperatively with local officials and neighborhood leaders, a low-profile interpretive wayside will be used to interpret the Wright Seaplane Base site, one aspect of the range and variety of Wilbur and Orville's creative genius.

Hawthorn Hill. Because Hawthorn Hill is neither open to the public nor easily accessible as a visitor experience, alternate programmatic access to Orville Wright's Hawthorn Hill mansion at the west interpretive center will be quite appropriate, perhaps using a video program that will interpret the story of the Wright brothers' fame and achievement while not encouraging inappropriate site visits. Interpretive literature might also relate all or parts of the story.

U.S. Air Force Museum. A Dayton Aviation Heritage National Historical Park orientation panel will be developed cooperatively with U.S. Air Force Museum management officials for this location. A possible location will be near the

Dayton/Montgomery County Visitors Bureau office within the Memorial Park next to the Air Force Museum parking lot.

Other Theme-Related Museums, Repositories, and Exhibits. Several other sites with Wright brothers, aviation heritage or Paul Laurence Dunbar related themes and exhibits are worthy of visitors' time and effort to see them. Some type of informational/interpretive media will be planned to help visitors experience and understand additional aspects of these stories at the following museums

- Kettering-Moraine Museum, with its Wright family exhibits, including original furniture from Orville's Hawthorn Hill mansion
- David Gold Parachute Museum in the Aviation Trail building
- National Afro-American Museum branch to be located in the former Zion Baptist Church in West Dayton, which will directly relate to the Paul Laurence Dunbar heritage story
- Montgomery County Historical Society, whose rotating exhibits frequently include artifacts relating to the Wright brothers, the Wright family, and Dayton's aviation heritage
- the Paul Laurence Dunbar Library at Wright State University, especially archives and special collections with its Wright brothers' memorabilia artifacts on public exhibit
- the flyable reproduction Wright "B" Flyer, on public view several days per week at Dayton Wright Brothers Airport

Second Level Heritage Sites and Museums

For visitors with greater interest in Dayton's aviation heritage and a comparable amount of time to satisfy that interest, over 20 other Dayton Aviation Heritage sites are available for their exploring pleasure. These sites are listed and described in Aviation Trail, Inc.'s *A Field Guide to Plight on the Aviation Trail in Dayton, Ohio*, written by Mary Ann Johnson.

INTERPRETIVE/VISITOR SERVICE RESEARCH ELEMENTS SUPPORTING THE VISITOR EXPERIENCE

Interpretive Media Action Plans

Interpretive media action plans will be needed for the following media: waysides, publications, historic furnishings, interior exhibits, and audiovisual programs.

Parkwide Wayside Exhibit and Identification Sign Plan. Section 105(d) of the park's enabling legislation specifically authorize the National Park Service to identify, mark, and interpret "other significant sites related to the Wright brothers, the history of aviation, or Paul Laurence Dunbar in the Miami Valley which are related to the park."

Based upon that authorization, a comprehensive parkwide wayside exhibit and identification sign plan is needed to plan and implement an appropriate wayside exhibit/identification sign system.

This wayside exhibits/sign plan should include, but may not be limited to, parkwide orientation panels, including "after hours" orientation waysides, site identification signs, and interpretive wayside exhibits. The design and placement of each of these waysides must sensitively consider the nature and integrity of the site in which it will be located. Although these waysides may be planned as a cohesive system, they may need to be produced in two and possibly three phases.

The parkwide orientation panels may be located at Wright Hall at Carillon Historical Park, at the Dunbar House, and near the U.S. Air Force Museum, as well as an "after hours" orientation panel for each of the two interpretive centers.

The series of site identification signs will be developed and installed to identify supportive properties and interpretively place them in context with the larger Dayton aviation heritage. Each of these identification signs will consist of an identifying title, the Dayton Aviation Heritage logo, and a limited label text not to exceed two or three short sentences. Examples of sites or properties identified for these type signs may be the Woodland Cemetery and Arboretum and/or the Kettering-Moraine Museum. In essence, this will be the logical continuation of a project already begun by Aviation Trail, Inc., [ATI] as a key element in the development of their Aviation Trail. Thus, the continued development of the site identification sign system cam build upon the original efforts of ATI and be carried out in full cooperation with them. as well as with the concurrence of site owners.

The series of low-profile interpretive waysides will combine succinct text with appropriate supportive graphics to interpret a visible resource or feature. The series can include, but not necessarily be limited to, panels for the site of the Wright family home at 7 Hawthorne Street in West Dayton; the Wright Memorial; the Huffman Prairie Flying Field; the Wright Company Airplane Factory; the Wright Seaplane Base; a West Dayton neighborhood walking tour; and perhaps some Dunbar-related sites.

Publications and Related Portable Media Plan. Dayton Aviation Heritage National Historical Park needs a comprehensive, parkwide plan to identify publications and related portable media that will best satisfy park needs — both parkwide titles and site-specific titles for all units and/or sites within the park.

As previously stated, the park needs both a single-sheet "racked" or "image" card and an official unigrid folder. These two items will constitute the park's primary tools for visitor information and orientation.

The site-promotional "rack" or "image" card will continue to provide potential park visitors with basic site visit information in an economical format that provides a much needed alternative to the distribution of the more expensive park folder via area/regional card or folder racks.

The unigrid folder will contain

- an overall statement of park significance
- a well-designed tour map
- clear, concise written directions (in addition to tour route indications on the map)
- succinct site descriptions and significance statements for the four primary park units

If possible to do so without confusing and/or overwhelming park visitors, consideration will be given to at least listing and locating the "first level sites" listed in the "Experiencing the Supportive Heritage Resources " section described above.

As the park develops, a series of site-specific bulletins will be developed. These site bulletins will be produced using a consistency of plan and design resulting in a coordinated "family look" for all bulletins in the series. Many of these site bulletins can be prepared and produced almost immediately and be available for visitor use while other publications and media are awaiting funding, development, and production.

Topics and sites to be considered for this series may include, but certainly not be limited to

- The Wright Cycle Company building
- the Hoover Block
- Huffman Prairie Flying Field
- Huffman Prairie Natural Area
- Wright Memorial Hill
- 1905 Wright Flyer III and Wright Hall
- Dunbar House State Memorial
- Wright brothers/Dunbar grave sites at Woodland Cemetery
- Wright Aircraft Factory

- Wright Seaplane Base
- Hawthorn Hill
- the succession of Wright brothers' printing shops in West Dayton
- the succession of Wright brothers' bicycle shops in West Dayton
- the evolution/refinement of the various aircraft invented and/or manufactured by the Wright brothers
- the working relationships — business, social, and intellectual — between the Wright brothers and Paul Laurence Dunbar
- some type of a "sampler" of Dunbar' s writings — including examples from his poetry, fiction, essays, lyrics, and drama
- a walking tour of the Wright brothers' West Dayton neighborhood

These bulletins either can be produced individually or in logical groupings. It will be well to give serious consideration to the production of these bulletins by the U.S. Government Printing Office service office at Wright-Patterson Air Force Base.

A moderately priced, general Dayton Aviation Heritage sales publication needs to be developed and produced. Such a publication might be developed as an official National Park Service handbook or a major interpretive publication of the park's yet to be designated cooperating association. This publication may present both the overall park significance — nationally and internationally, as well as include all legislated park units and key supportive partner sites. It, thus, will be intended for sale at multiple sales outlets throughout the park.

A moderately priced parkwide children's publication may also be produced as a sales item for multiple sales outlets throughout the park. This publication may take on any one of several different kinds of formats: a nonfiction adventure story; a biography of the Wright brothers that specifically includes the business and social friendship between Paul Laurence Dunbar and the brothers; or perhaps a creatively written and designed activity book. However, a simple coloring book format will be emphatically avoided.

Should any type of commercial transportation linkage between the various partner sites be developed by community interests (such as the rubber-tired Wright Flyer trolley), the National Park Service needs to plan, produce, and install an audio enhancement program keyed to the transportation system's stops. The tape, which will include both information/ orientation and interpretation narratives and may incorporate appropriate ambient sounds, can be augmented with interpretive publications and/or signs. Nonpersonal media, such as those described above, will be much more practical and cost effective than the assignment of any of the park's limited interpretive staff to these commercial vehicles. Any and all such interpretive media will be developed in ways that will be complementary to the text and map in the park's unigrid folder.

With increasing frequency, commercial tour buses are equipped with "on-board" video tape systems with multiple monitors located throughout the bus. A video interpretive piece can be developed for use on board those commercial tour coaches and other similar applications.

Also as related above, an audio guide or tour designed for use in private vehicles needs to be planned and produced as a sales item. This tour will be planned to coordinate with the tour route laid out in the park unigrid folder. This tape tour format will consider inclusion of information/orientation to direct visitors from site to site and/or site-specific interpretation for a number of the heritage sites along the Dayton aviation and Dunbar heritage trails. Audio enhancement may be particularly appropriate for site-specific interpretation of the Huffman Prairie Flying Field and the Woodland Cemetery and Arboretum.

Many different types of delivery audio systems for this tape tour will be considered and evaluated for this audio program,

including (but not necessarily limited to) audio tape; compact disk [it is appropriate to note that the transition from cassette audio tape decks to compact disk decks for private automobiles is well under way]; "zoo key;" audio wand; and Travelers Information System [TIS]. The selected delivery system must also include adaptations as necessary for visitors with impairments (such as a written script for the hearing impaired) and needs (such as translations for international visitors, especially in the Japanese and German languages and perhaps in Russian, Chinese, French, and/or Spanish). In an appropriate, nonconfusing manner, this audio tour should also include those sites listed within the first level of supportive heritage sites. As in the proposal for the audio tape narration for the "on-board" audio tape program for the public transportation linkage system, this interpretive tape program can benefit from the incorporation of pertinent ambient sounds as well as the narration.

Should an audio tape and/or a compact disk tour format be the selected format, it will be well to consider alternatives to loaning cassette tapes and/or compact disks [CDS]. Since most private and commercial rental vehicles have tape or CD sound systems these days and renting and/or loaning tapes will be a logistical nightmare, the text for a "private vehicle" tape tour will be developed to make it available to visitors as a sales item. This tape will be produced by either a commercial organization or a cooperating association of some sort. Consideration may also be given to exploring the possibilities of developing a system of cooperative partnership agreements with Dayton rental car company outlets to offer the Dayton Aviation Heritage tour tape as a rental option.

An interpretive video of the park and its key sites will be developed as a sales item. Inclusion of all or part of the "Dayton Heritage of Flight" interpretive audiovisual program produced for primary use at the park's two interpretive centers will be considered. Because Wright-Patterson Air Force Base attracts significant numbers of foreign visitors from numerous countries and the international relevance of this important story, consideration will be given to translating and producing this video in several major foreign languages — particularly German, Japanese, Russian, and Chinese — and perhaps in Spanish and French. The multimedia center staff and facilities at Wright-Patterson Air Force Base will be considered as a possible resource for help in developing this sales video.

Serious consideration will be given to editing and publishing a general interpretive version of the Wright Research Committee's forthcoming source book — *Wilbur and Orville Wright Handbook of Facts*. This "mother lode" of Wright brothers' information presented in a general interest format may prove to be a popular sales item.

A written guide to selected national and international Wright brothers and aviation heritage sites should be researched, compiled and published—probably as an inexpensive sales publication. The following sites and museums are examples of the types of places that will be considered in such a guide book (note: this should not be considered to be an exhaustive list):

- Wright Brothers National Memorial, Kitty Hawk, North Carolina
- Wilbur Wright Birthplace State Historic Site, near Millville, Indiana
- Greenfield Village, Dearborn, Michigan
- Smithsonian Air and Space Museum, Washington, DC
- International Women's Air and Space Museum, Centerville, Ohio
- Neil Armstrong Air and Space Museum, Wapakoneta, Ohio
- Kennedy Space Flight Center, Cape Canaveral, Florida
- Glenn L. Martin Aviation Museum, Middle River, Maryland
- Museum of Flight, Seattle, Washington
- Glenn H. Curtis Museum of Local History, Hammondsport, New York

- Air Power Park and Museum, Hampton. Virginia
- National Warplane Museum, Geneseo, New York
- Pima Air Museum, Tucson, Arizona
- Southern Museum of Flight, Birmingham, Alabama
- Texas Air Museum, Rio Hondo, Texas
- the aviation portions of the Alexander Graham Bell National Historical Park, Baddeck, Nova Scotia
- the Canadian Armed Forces' Shearwater Aviation Museum, Shearwater, Nova Scotia

A written guide to selected national and international Paul Laurence Dunbar heritage sites will be prepared and published, if results of research (such as the park's HRS) so warrant. Consideration will be given to organizing the guide into two parts — all other sites directly associated with Paul Laurence Dunbar within one part, and the general surrounding Dunbar neighborhood within the other part.

Historic Furnishings Reports. Historic furnishings reports will be absolutely necessary for any refurnished spaces within the park. The completion of such reports will minimize speculative refurnishing. Specifically, historic furnishings reports will be needed for

- The Wright Cycle Company building — both floors (proper documentation may come to light that support the tradition of a Wright brothers printing operation on the second floor)
- the Paul Laurence Dunbar House [Note: although the need for this report has been identified, the "who," "what," and "when" is yet unidentified]
- perhaps the Wright brothers printing shop suite in the Hoover Block, if the parkwide historic resources study provides reasonable indications that sufficient documentation about the size and nature of the shop

Exhibit Plans. Detailed plans for the interior exhibits of the west and east interpretive centers will need to be developed through the cooperative team work of exhibit planners and exhibit designers.

The National Park Service will provide planning and design assistance for the exhibit areas for Wright Hall at Carillon Historical Park and the exhibit galleries at the Paul Laurence Dunbar House, when requested and if resources are available.

Audiovisual Treatment Plans. Detailed audiovisual program treatment plans will be needed for the "Dayton Heritage of Flight" audiovisual program for use as a major media presentation in both the west and east interpretive centers.

Similar audiovisual treatment plans will be required for several AV "loops" which will be integral segments of key exhibits for both the west and the east interpretive centers.

Interpretive/Visitor Services Staffing

In support of the *General Management Plan*, it is relevant to include a general specification of interpretation/visitor services staff use within this *Interpretive Plan*. If adequate park funding is available, all four legislated units of the park will be provided NPS interpretive services staffing, as well as appropriate NPS technical assistance staffing and services. Relevant technical assistance will include, but will not necessarily be limited to, the following: interpretive planner; historic architect; education outreach specialist/ coordinator; management assistant; "Volunteers-in-Parks" coordinator/training officer; public information specialist; and cultural arts specialist.

The *General Management Plan* identifies the estimated amount of both funding and staff needed to meet the objectives of the plan. Following is a detailed outline of additional technical assistance, interpretation, and visitor services staff required to meet the objectives of the plan:

Priority 1	
Year-round staffing of	
bicycle shop	0.5 FTE
Interpreter	0.5
Priority 2	
Technical Support (TS)	4.0 FTE
Interpretive Planner	1.0
Education Specialist	1.0
Historic Architect	1.0
Management Assistant	1.0
Priority 3	
West Interpretive Center	5.5 FTE
Park Ranger Interpretation	3.5
Cultural Arts Coordinator	1.0
Public Affairs Specialist	1.0
Priority 4	
East Interpretive Center	5.0 FTE
Park Ranger Interpretation	4.0
Volunteer/Training Coordinator	1.0
Priority 5	
Carillon Historical Park	3.0 FTE
Interpreters	3.0
Priority 6	
Paul L. Dunbar House	3.0 FTE
Interpreters	3.0
Total FTE	**20.0 FTE**

Research/Studies Needed to Implement this Interpretive Plan

Several additional studies, plans and pieces of research identified below will be needed to complete implementation of this *Interpretive Plan.*

It will be the responsibility of the park superintendent and staff to initiate and coordinate the accomplishment of all the various categories of studies and reports in this section.

Historic Structure Reports. Historic structure reports for all major surviving structures within the park are needed to support accurate interpretive media, services, and development. Specifically, historic structure reports will be needed for

- the Hoover Block (study is already in progress, under contract)
- The Wright Cycle Company building
- Wright Hall and the 1905 Wright Flyer III at Carillon Historical Park
- the Paul Laurence Dunbar House
- possibly the Wright Company Factory

Initiation of requests and coordination of development efforts for these historic structure reports will be the continuing responsibility of the park superintendent and his staff.

Cultural Landscape Reports. Cultural landscape reports are needed to support and enrich quality interpretive media and services for all units of the park. These study reports will accurately place the park's historic structures within their larger historic settings. Specifically, cultural landscape reports will be needed for

- the Huffman Prairie Flying Field and its immediate environs, including associated structures — the 1904, 1905, and 1910 hangars
- the catapult tower and rail mechanism, and the adjacent Simms Station on the interurban railroad
- the Olmsted brothers' Wright Memorial Hill designed landscape, including the Wright brothers memorial shaft
- Paul Laurence Dunbar House, including a general sense of the nature of its surrounding neighborhood: the Hoover Block
- Wright Cycle Company buildings, including the Wright/Dunbar National Historic District and the surrounding neighborhood that will give a general sense of the nature of the Wright family's neighborhood environment

Scope of Collection Statement. To give park management guidance in limiting park collections to only that which is necessary for interpretive purposes, a scope of collec-

tion statement will need to be prepared for the National Park Service core unit — the West Anchor complex, which includes the Hoover Block and The Wright Cycle Company building.

Scope of Reference Library Statement. Also to give park management additional guidance in developing only the collection necessary to provide adequate library resources for the park's interpretation and visitor services staff, a Scope of Reference Library Statement for the National Park Service core unit will be needed. For simplicity, it may be well to consider combining this document with the Scope of Collection Statement.

Historic Site Archeological Assessments. To recover data, determine the size and location of missing structural elements and features, and increase the historical base of information for the park, historic site archeological assessments will be needed for the following:

- the Hoover Block and the adjacent vacant lot behind the structure
- The Wright Cycle Company building with its adjacent yard
- the Paul Laurence Dunbar House with its neighboring structures and adjacent grounds
- selected sites at the Huffman Prairie Flying Field, mainly the sites and possible sites of structures — other than the 1910 hangar site

Wright Brothers, Aviation, and Dunbar Heritage Trail Baseline Information Research. Research and subsequent compilation of baseline data will be needed to properly support the projected publication of the following written guide books for theme-related heritage trails.

- national and international Wright brothers and aviation heritage trails
- international and national Paul Laurence Dunbar heritage trail, develop in two sections, as discussed in the "publications plan" section above

Parkwide Cooperative Partnership to Enhance Quality Interpretation and Visitor Services

Section 2 of the park's enabling legislation mandates the creation and development of partnership among all legislated partners — federal government, state and local government, and the private sector — to enhance quality visitor use experiences and promote meaningful interpretation, as well as to preserve the resources.

To that end, this plan proposes the timely establishment of a networking group of key interpretation and educational personnel from all of the park's cooperating partners. The group will meet on a regular basis to consider, discuss and cooperatively establish action plans for topics and issues of common concern and interest, and to generally promote and foster a spirit of continuing interpretive/visitor services excellence.

Specific areas of common action and concern for this interpretive/education networking group include, but are not limited to

- implementing NPS standards for planning, establishment, and evaluation of interpretive media and services, such as the "Special Populations Programmatic Accessibility Guidelines for Interpretive Media" which is included as appendix B of this plan
- developing and implementing the use of a distinctive park logo
- developing and implementing an action plan to increase the "visibility" of the park and all its component units, which may include modified signs, additional "take along" directional information [tapes and/or written materials], and recurring training for Dayton area visitor services personnel — especially for Dayton/Montgomery Convention and Visitors Bureau information center staffs
- establishing publications design standards
- developing and implementing priorities for interpretive media action plans

- consider, discuss, and take action upon common partnership concerns and issues, such as outreach involvement, quality training for orientation, and personal services interpretation
- coordination of common concern operational relationships and activities, such as scheduling organized groups — particularly schools and elder hostels
- plan and coordinate special events, such as the annual anniversary of "first flight," December 17, 1903, and particularly the upcoming "Centennial of Powered Flight" on December 17, 2003

Educational Outreach Materials and Services

One particular focus of common decision and action on the part of the interpretation/ education working group described immediately above will be the development and distribution of cooperative educational programming and materials for organized educational groups.

These educational materials and services should be developed for such groups as elderhostels as well as for school classes. These materials will facilitate outreach efforts for all such groups, whether their class or group study culminates in onsite visits to one or more of the partnership units of the park or the class or group never has opportunity for onsite visits.

To further expand the park's outreach services, a series of Internet "home pages" needs to be developed for Dayton Aviation Heritage National Historical Park. The series should consist of a summary "home page" for the entire park plus a separate "home page" for each of the four congressionally designated partner units and other program partners.

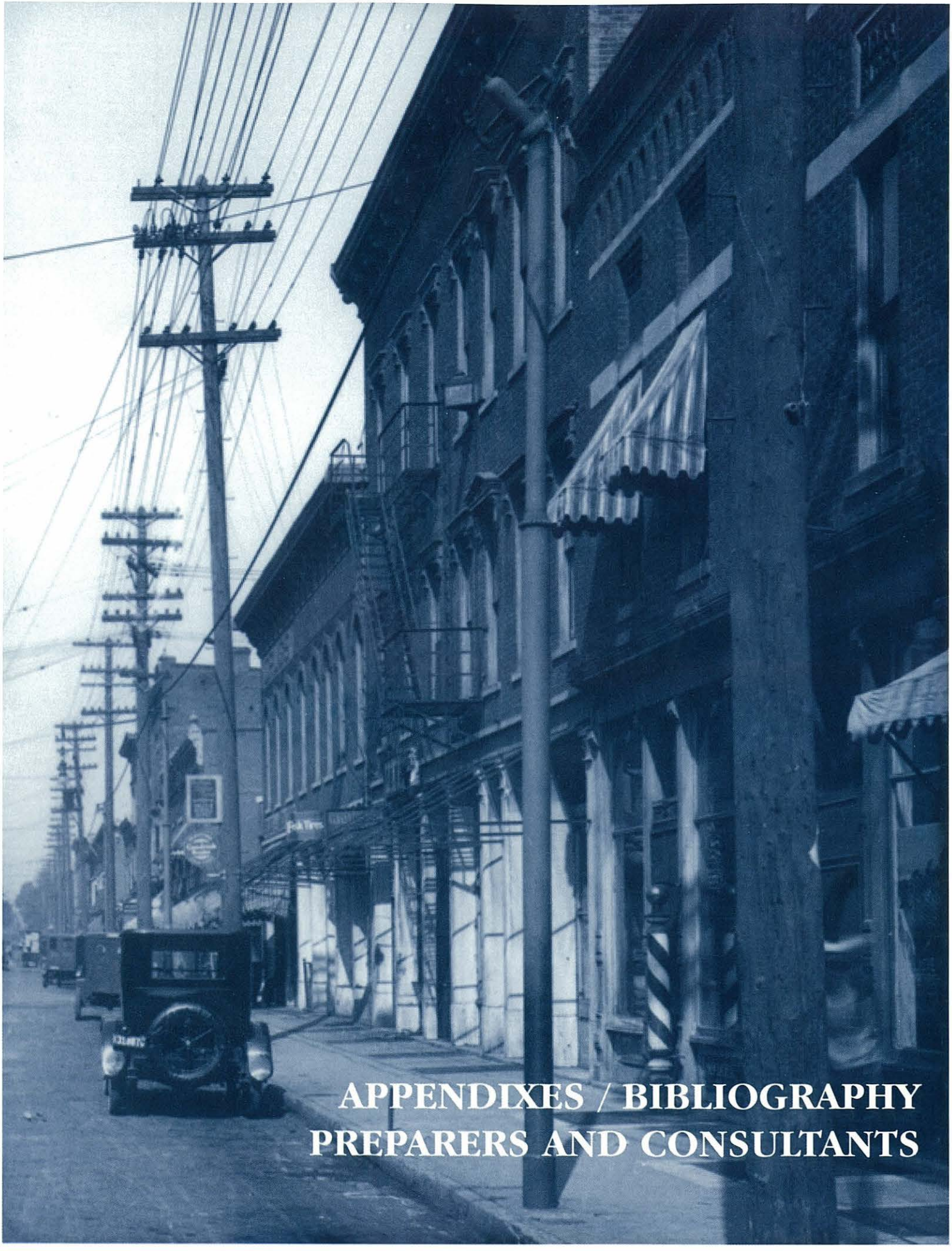
Cooperative Systems Supporting Visitor Experiences, But Beyond the Scope of this Interpretive Plan

It is most appropriate to reference two Greater Dayton/Miami Valley plans or systems which will cooperatively facilitate meaningful, cohesive visitor experiences, even though they are beyond the scope of either this *Interpretive Plan* or the companion *General Management Plan.*

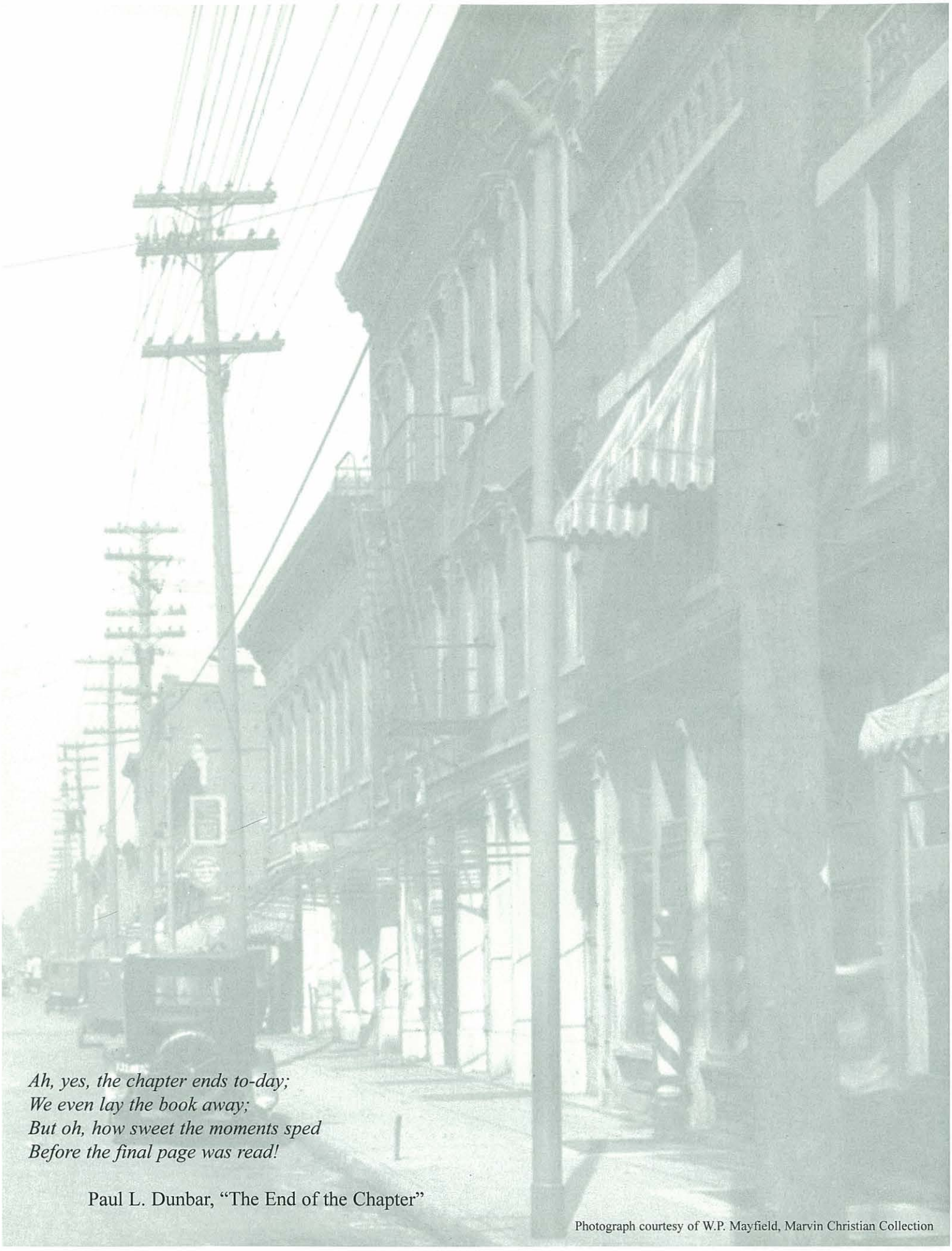
These two plans are

- a directional "wayfinding" sign system, which is being developed and implemented by the City of Dayton Planning Department and The 2003 National Park Program committee members for aviation heritage and Paul Laurence Dunbar related sites in the Greater Dayton/Miami Valley [note: this should not be confused with the mandated marking and interpretation of such sites, although the National Park Service should consider using the color scheme systems developed by these committees)

- transportation linkages that involve local Dayton/Miami Valley organizations attempting to implement some type of a Greater Dayton transportation system connecting key aviation and Dunbar heritage and the historical neighborhood sites — possibly an extension of the existing the rubber-tired Wright Flyer trolley system; however, please see the "Publications and Related Portable Media Plan" section for audiovisual media to provide for information and interpretive services for visitors using these transportation systems.



APPENDIXES / BIBLIOGRAPHY
PREPARERS AND CONSULTANTS



Ah, yes, the chapter ends to-day;
We even lay the book away;
But oh, how sweet the moments sped
Before the final page was read!

Paul L. Dunbar, "The End of the Chapter"

Photograph courtesy of W.P. Mayfield, Marvin Christian Collection

Finally, in the course of conducting a suitability/feasibility study, the National Park Service is required to consider alternatives to NPS ownership and management that might adequately protect resources that have otherwise been determined to be nationally significant, suitable, and feasible additions to the system. These alternate strategies could include continued management by the public or private entity already responsible for the resource; management by other agencies under a variety of designations, such as a national natural landmark or national historic landmark; or cooperative management between the National Park Service and some other entity or entities. If another management alternative provides a resource with adequate protection and opportunities for public enjoyment, its addition to the national park system usually will not be recommended.

THE RESOURCES

The resources under consideration in Dayton include the buildings at The Wright Company factory at 1420 Wisconsin Boulevard and the historic properties in the Wright-Dunbar Historic District. Wilbur and Orville Wright began commercial airplane production in rented factory space in February 1910. As soon as construction was completed, the brothers moved into their own production facility. The first of the two new buildings associated with The Wright Company was built in November 1910; the second was finished a year later. Three additional buildings similar in appearance to the two original structures were later constructed on the site. These buildings still stand on the grounds of a General Motors plant and are currently utilized for production by General Motors.

The Wright-Dunbar Historic District is located along West Third Street in West Dayton. The district includes 29 contributing structures that were built between 1884 and 1922. All but four of the contributing structures are or were commercial structures. Three of the structures in the historic district have direct linkages to Wilbur and Orville Wright. These are the Hoover Block, the location of Wright and Wright Job Printers; the Gem City Ice Cream Building, the first of several sites for the Wrights' bicycle business; and the building at 22 South Williams, where in 1895 Wilbur and Orville consolidated their bicycle and printing businesses. They first began to manufacturing bicycles in 1896. The Hoover Block also has linkages to Dunbar.

SUITABILITY/FEASIBILITY OF THE WRIGHT COMPANY FACTORY AND THE CONTRIBUTING STRUCTURES OF THE WRIGHT-DUNBAR HISTORIC DISTRICT

The Wright Company factory was the first aircraft manufacturing facility established in the United States. The factory was capable of producing four airplanes a month, surpassing the productive capacity of any other airplane factory in the world at that time. Between 1910 and 1917, The Wright Company produced 13 models of airplanes. The factory was sold in 1917 to the Dayton Wright Airplane Company, which continued airplane production at the site. The buildings ultimately were incorporated as part of a much larger General Motors production facility that is still in operation today.

The two buildings meet two of the four standards required for a resource to be considered nationally significant. Clearly, as the first of their kind, the buildings are outstanding examples of a particular type of resource, and potentially, they offer exceptional value in illustrating and interpreting important cultural themes of our nation's heritage. However, as part of General Motors' Dayton operations, the buildings are in private ownership and currently unavailable for public use and enjoyment, or for acquisition by the National Park Service. Furthermore, the interiors of both buildings have been so substantially modified that they retain little original integrity or character.

Since these structures are currently under private ownership and remain part of the General Motors production facility, it will not be feasible to include them as part of the National Park system.

EXISTING CONDITIONS

The Wright-Dunbar District encompasses "a neighborhood commercial node" along West Third Street, a portion of South Williams Street in West Dayton, and a small stretch at North Williams. The locally significant historic district consists of 29 contributing structures, all but four of which were commercial buildings and four noncontributing structures. The district also includes the site at 1127 West Third Street and The Wright Cycle Company at which Wilbur and Orville Wright conducted much of their work on the invention of the airplane. In

APPENDIX A: DAYTON AVIATION HERITAGE NATIONAL HISTORICAL PARK SUITABILITY/FEASIBILITY STUDY

PURPOSE AND NEED FOR THE STUDY

On January 3, 1992, Congress enacted Public Law 102-419, also known as the Dayton Aviation Heritage Preservation Act of 1992. This legislation created a new unit of the National Park System in Dayton, Ohio, "consisting of certain lands and structures associated with Wilbur and Orville Wright and the early development of aviation. . . ." The new park was empowered "to create partnerships among Federal, State and local governments and the private sector to preserve, enhance and interpret for present and future generations the historic and cultural structures, districts, and artifacts in Dayton and the Miami Valley...which are associated with the Wright brothers, the invention and development of aviation, and the life and works of Paul Laurence Dunbar and which, as a whole, represent a nationally significant resource." This act established Dayton Aviation Heritage National Historical Park.

The park's enabling legislation called for the preparation of a general management plan for the new park, and to identify partnership opportunities between the secretary of the interior and other federal, state and local governments and the private sector for the development, use, and interpretation of properties within the park. The legislation also directed the secretary to undertake a study of other historic properties in the community to determine their suitability and feasibility for inclusion in the park.

The properties to be considered as possible additions to the park include historic properties within the Wright-Dunbar Historic District (officially designated as the West Third Street Historic District on the National Register of Historic Places) and The Wright Company factory in Dayton. The report of this study will be submitted as part of the general management plan.

The legislative history also directs particular attention to inclusion of the Aviation Trail building as part of the park's core unit. In addition the community has suggested additional properties situated outside the historic district be considered for protection by the park. These usually, but not consistently, include recommendations for structures in the Dunbar Historic District as well as the Edwin Sines House, the Fitch House, the Lorin Wright House, the vacant lot at 7 Hawthorne Street (site of the Wright family home), the vacant lot at West Third and Broadway (site of Orville Wright's laboratory), as well as a variety of other sites, usually situated on the Aviation Trail and related to the lives of Paul Laurence Dunbar and the Wright brothers. While not mandated by the enabling legislation for study, these additional properties were considered as part of this study.

SUITABILITY/FEASIBILITY

In order for a cultural, natural, or recreational resource to be added to the national park system, it must meet several criteria. First, it must be determined to be a nationally significant resource. To be considered nationally significant, a resource must meet all of the following standards. (1) It is an outstanding example of a particular type of resource. (2) It possesses exceptional value or quality in illustrating or interpreting the natural or cultural themes of our nation's heritage. (3) It offers superlative opportunities for recreation, for public use and enjoyment, or for scientific study. (4) It retains a high degree of integrity as a true, accurate, and relatively unspoiled example of the resource.

Second, a resource must be deemed a suitable addition to the park system. To meet this standard, a resource must represent a natural or cultural theme or type of recreational resource that is not already represented in the national park system or is not comparably represented and protected for public enjoyment by another land-management entity.

Third, a potential new unit must be determined a feasible addition to the system. Feasibility requires an evaluation of the natural systems and/or historic settings to determine if they are of sufficient size and appropriate configuration to ensure long-term protection of the resources and to accommodate public use. It must have potential for efficient administration at a reasonable cost. Important feasibility factors include landownership, acquisition costs, access, threats to the resource, and staff or development requirements.

addition to 22 S. Williams Street, other locations of the brothers' bicycle shops are 1005 West Third Avenue and 1034 West Third Street. These latter sites preceded 22 South Williams Street.

This area exhibits urban blight as the result of decades of deterioration. Of the 33 structures in the historic district, the city of Dayton identifies only three as structurally sound. The rest are classified as substandard or deteriorating.

The Wright-Dunbar Historic District was nominated to the national register largely for its architectural significance, as an example of a late nineteenth and early twentieth century urban commercial district. Its related areas of significance are invention and literature, due to the association with the Wright brothers and Paul Laurence Dunbar, the talented African-American poet who was a boyhood friend of Orville Wright. Wilbur and Orville operated businesses in a number of buildings along West Third Street and South Williams Street. Three of these structures remain.

These three structures, the Hoover Block, the Gem City Ice Cream building, and The Wright Cycle Company building at 22 South Williams Street, give the historic district its association with the historical themes of literature and invention. The first of these, the Hoover Block, described as commercial Romanesque, was built in 1890 by Zachary T. Hoover. In that year, Wilbur and Orville moved their job printing business to the second floor of the building. While at the Hoover Block, the Wrights printed the *Dayton Tattler*, a newspaper that Paul Laurence Dunbar had begun publishing for Dayton's black community.

While Orville was clearly more interested in the printing business than Wilbur, they both ventured into the bicycle business. Orville's friend, Edwin Sines, managed the printing operation, while the brothers devoted most of their time to the bicycle business. The brothers opened their first bicycle shop in a building now known as the Gem City Ice Cream building at 1005 West Third Street. Wilbur and Orville briefly operated the Wright Cycle Exchange in this structure before moving to a building at 1034 West Third Street. The building was extensively altered from the time the Wrights occupied it.

The Wrights continued to operate their printing company in the Hoover Block until 1895, when they moved their printing and growing bicycle businesses into the small building at 22 South Williams Street, a few doors from the Hoover Block.

The building at 22 South Williams Street is a two-story Victorian style structure built in 1886. By 1895 Wilbur and Orville's bicycle business had grown to a point where they were prepared to begin the manufacture of bicycles. The brothers moved into 22 South Williams in order to consolidate their printing and bicycle businesses under one roof. The manufacture of bicycles played a significant role in the Wright brothers' later experiments in powered flight. By 1897, Wilbur and Orville moved their businesses to a new building, where they began in earnest their research into aviation.

The 1897 bicycle shop was located at 1127 West Third Street. It was in this building that the brothers built their first gliders and airplanes, including the world's first successful, powered airplane. In 1908, after achieving world-wide acclaim for their invention of the airplane, Wilbur and Orville closed The Wright Cycle Company. Orville continued to occupy the building until 1916. In 1936, Henry Ford moved the building to the Henry Ford Museum and Greenfield Village near Dearborn, Michigan.

Both the Hoover Block and The Wright Cycle Company meet the criteria of suitability and feasibility as additions to the national park system. Dayton Aviation Heritage National Historical Park has recently taken title to both buildings These structures form the core of this NPS unit, and are the only NPS-owned properties in Dayton Aviation Heritage National Historical Park.

The Gem City Ice Cream building is significant for its association with the Wright brothers. However, it is not suitable as a potential addition to the national park system. The structure has been extensively modified and retains little of its historic integrity. As the earliest of the Wright bicycle shops, it had no association with actual bicycle manufacture or with the brothers' efforts to develop powered flight. Moreover, with the addition of The Wright Cycle Company building to Dayton Aviation Heritage National Historical Park, the significant cultural theme with which the building is associated is already fully represented in the national park system.

The site of the 1897 Wright Cycle Company building also has an important association with the story of Wilbur and Orville Wright and the evolution of aviation. However, with the building's move to Greenfield Village, the site retains none of the integrity necessary for a resource to be considered nationally significant.

The remaining structures in the historic district have no documented association with either the Wright brothers and aviation or the story of Paul Laurence Dunbar. None of these buildings meet any of the four standards for national significance as described in the "Criteria for Parklands," and therefore will not qualify as potential units of the national park system.

RECOMMENDATIONS

The study recommends that the former buildings of the Wright Aircraft factory and the contributing structures in the Wright-Dunbar Historic District are not eligible for consideration as additions to Dayton Aviation Heritage National Historical Park. While the factory buildings meet some suitability criteria, as part of a private production facility their inclusion will not be feasible.

The only properties in the Wright-Dunbar Historic District eligible for inclusion in the national park system are the Hoover Block and The Wright Cycle Company building, which are now part of Dayton Aviation Heritage National Historical Park. Many of the properties within the Wright-Dunbar Historic District are of clear local significance and merit some form of protection. Although NPS management is not appropriate for these historic resources, alternative management strategies may be formulated and recommended to provide protection for the properties in the Wright-Dunbar Historic District. These are addressed in the general management plan alternatives.

MANAGEMENT ALTERNATIVES

The city of Dayton's Department of Planning has prepared an urban renewal plan for an area of West Dayton. The plan has designated the area as the Wright Dunbar Village. This urban renewal area encompasses the Wright-Dunbar Historic District. This plan establishes a comprehensive strategy to provide rehabilitation and redevelopment opportunities in the neighborhood, using urban renewal as the implementation tool.

The plan seeks to improve neighborhood vitality, primarily through the acquisition of land for new residential, commercial, cultural, and entertainment development. However, "The Plan also provides for the rehabilitation of existing structures in this historically significant section of the city." In addition, the plan establishes a historic mixed use area designed to accommodate a variety of uses to support the development of the West Third Street corridor and use some of the historic structures in the area.

PARTNERSHIP OPPORTUNITIES

The Wright-Dunbar Historic District falls within an area that has been designated for commercial use by the urban renewal plan. The plan proposes the retention of "commercial areas where the stock is sound or is in a condition where it is economically feasible to repair. . . . The plan seeks to solidify existing commercial districts and provide for new commercial uses in those areas."

The plan has set redevelopment standards for the Wright Dunbar Village to determine permitted uses within the urban renewal area. The plan recognizes the special character of the area and urges that rehabilitation and redevelopment conform to certain standards. In order to provide further guidance for redevelopment, the plan has divided the village into two districts and established criteria for each.

The first is district "A", which includes

- properties in a national register historic district
- properties eligible for listing in the national register
- properties in close enough proximity to a national register district that their redevelopment or rehabilitation will have an impact on the integrity of the historic district

Any development in the Wright-Dunbar Historic District will be guided by the design standards for District A.

At the present time, the city of Dayton is taking steps to implement the urban renewal plan for Wright

Dunbar Village. The following management alternative is applicable as the plan is implemented.

The management alternative proposes that, should the city of Dayton undertake an urban renewal effort in Wright Dunbar Village, the Department of Planning, Dayton Aviation Heritage National Historical Park, Dayton Aviation Heritage Commission, the Ohio Aviation Heritage Commission, and the National Park Service will forge a partnership to ensure that the redevelopment and rehabilitation of any structures in the Wright-Dunbar Historic District is compatible with the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.* Cooperation between the Department of Planning, Dayton Aviation Heritage National Historical Park, and federal and state commissions will help maintain the historic integrity of the district's contributing structures and the neighborhood's remaining historic setting during the process of commercial redevelopment.

The park can work closely with the city of Dayton, the Dayton Aviation Heritage Commission, and the Ohio Aviation Heritage Commission specifically charged with redevelopment and urban renewal in the following areas:

- assist in developing goals for the neighborhood's historic context
- help establish priorities for preservation goals
- advise the Dayton Aviation Heritage Commission in its preparation of a preservation and development plan for the historic district
- assist in prescribing technical assistance in specific treatments for structures in the district
- provide guidance and technical assistance in the preparation of interpretive plans or media to be used in the district
- help ensure that preservation efforts in the district are compatible with overall planning and management of the urban renewal area

The development of goals establishes a "best-case" scenario for the treatment of historic properties. The goals for the historic district will seek to achieve the greatest possible protection of these properties within their historic context. The establishment of a priority list for the preservation effort in the Wright-Dunbar Historic District will help focus preservation efforts on those properties at greatest risk.

The creation of a preservation plan will help ensure that treatments of individual structures are consistent with the historic context that has been established for the district. The preservation plan will create continuity between the goals set for the historic district and those included in the urban renewal plan. The input of the Innerwest Priority Board will be essential in defining the scope and goals of the preservation effort.

In specific rehabilitation efforts, the National Park Service can provide technical assistance to the Department of Planning in the preparation of scopes of services for historic structures reports, and review of design development for building rehabilitation or redevelopment. The Department of Planning can consult with the Park Service on issues of additional national register documentation preparatory to expansion of the boundaries of the Wright-Dunbar and the Dunbar Historic Districts.

In the case of significant sites, for example the site of the 1897 Wright Cycle Company building or 7 Hawthorne Street, the Gem City Ice Cream building, the National Park Service, and Dayton Aviation Heritage National Historical Park can provide technical assistance to the Department of Planning in the preparation of interpretive media and the design of interpretive signs.

The effect of this federal-city partnership will integrate efforts in the historic district with the overall planning and management of the urban renewal area, and help preserve the historic context of this unit of the national park system.

The creation of this partnership is consistent with the mandate set out in the enabling legislation that created Dayton Aviation Heritage National Historical Park (see "Purpose of and Need for The Study"). It will represent only one of many partnerships that may be identified in the park's general management plan. The proposed partnership does not require the expenditure of additional federal funds, nor does it commit the National Park Service to any actions beyond necessary park operations, as defined in the enabling legislation.

SUITABILITY/FEASIBILITY OF ADDITIONAL SITES

At the request of the superintendent, Dayton Aviation Heritage National Historical Park, the National Park Service has evaluated a number of other properties adjacent to the Wright-Dunbar Historic District. These properties include the following:

Setzer Building

Owned by Aviation Trail, Inc.,the deteriorated Setzer building collapsed in 1993 before this study, and the debris was removed by Aviation Trail, Inc. The site is located to the east and adjacent to the Hoover Block and has been recommended for inclusion in the park's core unit. The Setzer building had no known association with activities of the Wrights or Dunbar. Its inclusion has been suggested based on the presumed common wall between the two that thereby made the Setzer building an integral part of the Hoover Block. Undamaged by the collapse and preserved in place is the front facade facing West Third Street. The removal of the ruins revealed that a common wall did not exist and that each structure stood independently and not connected. Since that removal, Aviation Trail, Inc., has constructed an infill structure to house its proposed museum and corporate headquarters and is working closely with the park to provide joint visitor services. The Aviation Trail, Inc. has proposed that the new building house an educational sales/gift shop to serve visitors, thereby relieving the requirement of a cooperating association sales outlet in the Hoover Block. This property does not constitute a suitable addition to the national park system.

7 Hawthorne Street

Milton Wright purchased the home at 7 Hawthorne Street in 1870, and they moved into it when construction was completed in April 1871. The Wright family lived in the home until June 1878 when they moved to Cedar Rapids, Iowa. During this time the house was leased. The Wrights returned to Dayton in June 1884 but not into the home at 7 Hawthorne Street until October 1885. Orville was born in this house in 1871 and Wilbur died there in 1912. Members of the family lived in the house until 1914, when Orville, his sister Katharine, and their father moved into the newly constructed Hawthorn Hill. The family retained ownership of 7 Hawthorne Street until the 1920s when they sold the house to their laundress. In 1936, Henry Ford purchased and moved the house to the Henry Ford Museum and Greenfield Village in Dearborn, Michigan.

With the relocation of the house, the 7 Hawthorne Street site lost its historic integrity and therefore does not constitute a suitable addition to the National Park system. However, it can play an important role in interpreting Wilbur and Orville's story and the history of aviation in Dayton. The proximity of the site to The Wright Cycle Company building at 22 S. Williams and the Hoover Block illustrates the brothers' intimate bond with the West Dayton neighborhood. An appreciation of Wilbur and Orville's relationship with the neighborhood is essential to understanding their story. As part of the Aviation Trail, the 7 Hawthorne Street site can be used to enhance the visitor experience. Through Dayton Aviation Heritage National Historical Park, the National Park Service can assist Aviation Trail and the property owner in the preparation of interpretive media for the site that can enhance interpretation of the Wright brothers' lives in the West Dayton neighborhood.

It has been suggested by community members that discussions be initiated with the Henry Ford Museum and Greenfield Village regarding return or the reconstruction of the Wright family house to its original site at 7 Hawthorne Street. Such consideration will impact both property owners, requiring close consultation, and will also impact the consideration of site integrity.

Fitch House — 105 S. Williams Street

Existing evidence indicates that the Fitch House meets none of the criteria for suitability or feasibility. One of the earliest homes on the West Side, the Fitch house was constructed circa 1856. Daniel Grant Fitch, the original owner of the home, was the joint editor with Clement L. Vallandingham of the *Western Empire* newspaper. Fitch and his descendants owned the home until 1928. It is not a nationally significant property, nor does it represent a type of resource not otherwise represented in the national park system. A 1993 architectural and historical investigation commissioned by the Montgomery County Historical Society and The 2003 Committee determined that the Fitch House embodies distinct architectural details associated with the Greek Revival style. The report

concluded that the house is eligible for the national register under criterion C, as having "qualities that embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction." This determination indicates that the Fitch House almost certainly will qualify as a contributing structure in an expanded Wright-Dunbar Historic District. The property does not constitute a suitable addition to the National Park system.

Lorin Wright House — 117 South Horace

This house was owned by Lorin Wright, the brother of Wilbur and Orville Wright. The Lorin Wright family lived in the house from 1892 to 1901.The 1993 architectural and historical investigation determined that the structure was not eligible for the national register, although this conclusion could be reexamined in a revised national register nomination. As it does not meet national register criteria, it clearly is not suitable as an addition to the National Park system. The house could still contribute to interpretation of the neighborhood. Dayton Aviation Heritage National Historical Park could provide Aviation Trail and the property owner with technical assistance in the preparation of interpretive materials for this home.

Orville Wright Laboratory Site — 15 North Broadway

After the sale of the aircraft company, Orville Wright began constructing a laboratory building at 15 North Broadway Street in 1916. He and his brother Wilbur purchased the property in 1909 with plans to build a laboratory on the site. Once the laboratory was completed, Orville moved out of the building at 1127 West Third Street and made the laboratory his office. Until he died in 1948, Orville worked in the laboratory six days a week.

The building stood until November 1976, when it was torn down. With the razing of the structure, the site lost its integrity. The site is not suitable for inclusion in the national park system. The lot can still be used as part of a comprehensive interpretive program for the neighborhood.

Edwin Sines House — 15 Hawthorne Street

This was the home of Edwin Sines, the Wright brothers' friend and assistant in their printing business. Thomas J. Sines purchased this lot at 15 Hawthorne Street from Herbert W. Williams in 1868. When Thomas died, his son, Edwin, inherited the home. Edwin was a childhood friend of Orville Wright's. When they were in intermediate school, they established Sines &Wright Printing Company, which initially operated out of the Sines kitchen. The partnership was short. Orville then established a printing business, Wright & Wright, with his brother Wilbur, and they employed Edwin. The home remained in the Sines family until 1913.

The 1993 report concluded that the Sines House is probably not eligible for inclusion on the national register, although this determination may change in an expanded national register nomination. Based on significance, it is not a suitable addition to the national park system, but could enhance interpretation of the neighborhood.

Wright Brothers First Print Shop — 1210 West Third Street

The structure has been demolished. The site has no integrity and is not suitable or feasible for NPS inclusion.

Wilbur and Orville Wright's Second Bicycle Shop — 1034 West Third Street

The building has been razed. The site has no integrity and is not suitable or feasible for NPS inclusion.

COMPLIANCE

As this suitability/feasibility study does not propose a federal action or the expenditure of federal funds, compliance with the National Environmental Policy Act (NEPA) or section 106 of the National Historic Preservation Act, as amended, is not required.

CONCLUSION

The National Park Service recommends a reexamination of the existing boundaries of the Wright-Dunbar and Dunbar Historic Districts to determine if the above-named resources should be included in the historic district. Their inclusion in the district will allow the city of Dayton to establish a higher priority for their rehabilitation under the above proposed management alternatives. In partnership with Dayton Aviation Heritage National Historical Park, the city will use the technical expertise of the National Park Service to guide the preservation, restoration, or rehabilitation of these resources according the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. Dayton Aviation Heritage National Historical Park could provide additional assistance in the preparation of interpretive media for these sites.

APPENDIX B: SPECIAL POPULATIONS: PROGRAMMATIC ACCESSIBILITY GUIDELINES FOR INTERPRETIVE MEDIA

STATEMENT OF PURPOSE

This document is a guide for promoting full access to interpretive media to ensure that people with physical and mental disabilities have access to the same information necessary for safe and meaningful visits to national parks. Just as the needs and abilities of individuals cannot be reduced to simple statements, it is impossible to construct guidelines for interpretive media that can apply to every situation in the national park system.

These guidelines define a high level of programmatic access which can be met in most situations. They articulate key areas of concern and note generally accepted solutions.

Due to the diversity of park resources and the variety of interpretive situations. flexibility and versatility are important.

Each interpretive medium contributes to the total park program. All media have inherent strengths and weaknesses, and it is our intent to capitalize on their strengths and provide alternatives where they are deficient. It should also be understood that any interpretive medium is just one component of the overall park experience. In some instances, especially with regard to learning disabilities, personal services, that is one-on-one interaction, may be the most appropriate and versatile interpretive approach.

In the final analysis, interpretive design is subjective and dependent on both aesthetic considerations as well as the particular characteristics and resources available for a specific program. Success or failure should be evaluated by examining all interpretive offerings of a park. Due to the unique characteristics of each situation, parks should be evaluated on a case by case basis. Nonetheless, the goal is to fully comply with NPS policy:

"To provide the highest level of accessibility possible and feasible for persons with visual, hearing, mobility, and mental impairments, consistent with the obligation to conserve park resources and preserve the quality of the park experience for everyone" (NPS Special Directive 83-3; Accessibility for Disabled Persons).

Audiovisual Programs

Audiovisual programs include motion pictures, sound/slide programs, video programs, and oral history programs. As a matter of policy, all audiovisual programs produced by the Harpers Ferry Center will include some method of captioning. The approach used will vary according to the conditions of the installation area and the media format used and will be selected in consultation with the parks and regions.

The captioning method will be identified as early as possible in the planning process and will be presented in an integrated setting where possible. To the extent possible, visitors will be offered a choice in viewing captioned or uncaptioned versions, but in a situation where a choice is not possible or feasible, a captioned version of all programs will be made available. Park management will decide on the most appropriate operational approach for the particular site.

Guidelines Affecting Mobility Impaired Visitors

1. The theater, auditorium, or viewing area should be accessible and free of architectural barriers, or alternative accommodations will be provided. USAF 4.1

2. Wheelchair locations will be provided according to ratios outlined in UFAS 4.1.2(18a).

3. Viewing heights and angles will be favorable for those in designated wheelchair locations.

4. In designing video or interactive components, control mechanisms will be placed in accessible location, usually between 9" and 48" from the ground and no more than 24" deep.

Guidelines Affecting Visually Impaired Visitors

1. Simultaneous audio description will be considered for installations where the equipment can be properly installed and maintained.

Guidelines Affecting Hearing Impaired Visitors

1. All audiovisual programs will be produced with appropriate captions.

2. Copies of scripts will be provided to the parks as a standard procedure.

3. Audio amplification and listening systems will be provided in accordance with UFAS 4.1.2(18b).

Guidelines Affecting Learning Impaired Visitors

1. Unnecessarily complex and confusing concepts will be avoided.

2. Graphic elements will be chosen to communicate without reliance on the verbal component.

3. Narration will be concise and free of unnecessary jargon and technical information.

Exhibits

Numerous factors affect the design of exhibits, reflecting the unique circumstances of the specific space and the nature of the materials to be interpreted. It is clear that thoughtful, sensitive design can go a long way in producing exhibits that can be enjoyed by a broad range of people. Yet, due to the diversity of situations encountered, it is impossible to articulate guidelines that can be applied universally.

In some situations, the exhibit designer has little or no control over the space. Often exhibits are placed in areas ill suited for that purpose, they may incorporate large or unyielding specimens, may incorporate sensitive artifacts which require special environmental controls, and room decor or architectural features may dictate certain solutions. All in all, exhibit design is an art which defies simple description. However, one central concern is to communicate the message to the largest audience possible. Every reasonable effort will be made to eliminate any factors limiting communication through physical modification or by providing an alternate means of communication.

Guidelines Affecting Mobility Impaired Visitors

1. Exhibit space will be free of physical barriers or a method of alternate accommodation will be provided.

2. All pathways, aisles, and clearances will meet standards set forth in UFAS 4.3. Generally a minimum width of 36" will be provided.

3. Ramps will be as gradual as possible and will not exceed a slope of 1" rise in 12" run, and otherwise conform with UFAS 4.8.

4. Important artifacts, labels, and graphics will be placed at a comfortable viewing level relative to their size. Important text will be viewable to all visitors. Display cases will allow short or seated people to view the contents and the labels. Video monitors associated with exhibits will be positioned to be comfortably viewed by all visitors.

5. Lighting will be designed to reduce glare or reflections, especially when viewed from a wheelchair.

6. Ground and floor surfaces near the exhibit area will be stable, level, firm, and slip-resistant. (UFAS 4.5).

7. Operating controls or objects to be handled by visitors will be located in an area between 9" and 48" from the ground and no more than 24" deep. (UFAS 4.3)

8. Horizontal exhibits (e.g., terrain model) will be located at a comfortable viewing height.

9. Information desks and sales counters will be designed for use by visitors and employees using wheelchairs, and will include a section with a desk height no greater than 32 to 34 inches, with at least a 30-inch clearance underneath. The width should be a minimum of 32 inches vertical, with additional space provided for cash registers or other equipment, as applicable.

10. Accessibility information about the specific park should be available at the information desk, and the international symbol of access will be displayed where access information is disseminated.

11. Railings and barriers will be positioned in such a way as to provide unobstructed viewing by persons in wheelchairs.

Guidelines Affecting Visually Impaired Visitors

1. Exhibit typography will be selected with readability and legibility in mind.

2. Characters and symbols will contrast with their backgrounds, either light characters on a dark background or dark characters on a light background. (UFAS 4.30.3)

3. Tactile and participatory elements will be included where possible.

4. Audio description will be provided where applicable.

5. Signs will be provided to indicate accessible restrooms, telephones, and elevators. (UFAS 4.30)

Guidelines Affecting Hearing Impaired Visitors

1. Information presented via audio formats will be duplicated in a visual medium either in the exhibit copy or by printed material.

2. Amplification systems and volume controls will be incorporated to make programs accessible to the hard of hearing.

3. Written text of all audio narrations will be provided.

4. All narrated AV programs will be captioned.

5. Allowance for Telecommunication Devices for the Deaf (TDD) will be included into information desk designs.

Guidelines Affecting Learning Impaired Visitors

1. Exhibits will avoid unnecessarily complex and confusing topics.

2. Graphic elements will be developed to communicate nonverbally.

3. Unfamiliar expressions and technical terms will be avoided and pronunciation aids will be provided where appropriate.

4. To the extent possible, information will be provided in a manner suitable to a diversity of abilities and interests.

5. Where possible, exhibits will be multisensory. Techniques to maximize the number of senses utilized in an exhibit will be encouraged.

6. Exhibit design will be cognizant of directional handicaps and will utilize color and other creative approaches to facilitate comprehension of maps.

Historic Furnishings

Historically refurnished rooms offer the public a unique interpretive experience by placing visitors within historic spaces. Surrounded by historic artifacts visitors can feel the spaces "come alive" and relate more directly to the historic events or personalities commemorated by the park.

Accessibility is problematical in many NPS furnished sites because of the very nature of historic architecture. Buildings were erected with a functional point of view that is many times at odds with our modern views of accessibility.

The approach used to convey the experience of historically furnished spaces will vary from site to site. The goals, however, will remain the same, to give the public as rich an interpretive experience as possible given the nature of the structure.

Guidelines Affecting Mobility Impaired Visitors

1. The exhibit space should be free of architectural barriers or a method of alternate accommodation

should be provided, such as slide programs, videotaped tours, visual aids, dioramas, etc.

2. All pathways, aisles, and clearances will (when possible) meet standards set forth in UFAS 4.3 to provide adequate clearance for wheelchair routes.

3. Ramps will be as gradual as possible and not exceed a 1" rise in l2" run, and conform with UFAS 4.8.

4. Railings and room barriers will be constructed in such a way as to provide unobstructed viewing by persons in wheelchairs.

5. In the planning and design process, furnishing inaccessible areas, such as upper floors of historic buildings, will be discouraged unless essential for interpretation.

6. Lighting will be designed to reduce glare or reflections when viewed from a wheelchair.

7. Alternative methods of interpretation, such as audiovisual programs, audio description photo albums, and personal services will be used in areas which present difficulty for the physically impaired.

Guidelines Affecting Visually Impaired Visitors

1. Exhibit typefaces will be selected for readability and legibility and conform with good industry practice.

2. Audio description will be used to describe furnished rooms, where appropriate.

3. Windows will be treated with film to provide balanced light levels and minimize glare.

4. Where appropriate, visitor-controlled rheostat-type lighting will be provided to augment general room lighting.

5. Where appropriate and when proper clearance has been approved, surplus artifacts or reproductions will be utilized as "hands-on" tactile interpretive devices.

Guidelines Affecting Hearing Impaired Visitors

1. Information about room interiors will be presented in a visual medium such as exhibit copy, text, pamphlets, etc.

2. Captions will be provided for all AV programs relating to historic furnishings.

Guidelines Affecting the Learning Impaired

1. Where appropriate, hands-on participatory elements geared to the level of visitor capabilities will be used.

2. Living history activities and demonstrations which utilize the physical space as a method of providing multisensory experiences will be encouraged.

Publications

A variety of publications are offered to visitors, ranging from park folders which provide an overview and orientation to a park, to more comprehensive handbooks. Each park folder should give a brief description of services available to the disabled, list significant barriers, and note the existence of TDD phone numbers, if available.

In addition, informal site bulletins are often produced to provide more specialized information about a specific site or topic. It is recommended that each park produce an easily updatable "Accessibility Site Bulletin," which could include detailed information about the specific programs, services, and opportunities available for the disabled and to describe barriers which are present in the park. These bulletins should be in reasonably large type, 18 points or larger.

Guidelines Affecting Mobility Impaired Visitors

1. Park folders, site bulletins, and sales literature will be distributed from accessible locations and heights.

2. Park folders and Accessibility Site Bulletins should endeavor to carry information on the

accessibility of buildings, trails, and programs by the disabled.

Guidelines Affecting Visually Impaired Visitors

1. Publications will be designed with the largest type size appropriate for the format.

2. Special publications designed for use by the visually impaired should be printed in 18 point type.

3. The information contained in the park folder should also be available on audio cassette. Handbooks, accessibility guides, and other publications should be similarly recorded where possible.

Guidelines Affecting Hearing Impaired Visitors

1. Park site bulletins will note the availability of such special services as sign language interpretation and captioned programs.

Guidelines Affecting Learning Impaired Visitors

1. The park site bulletin should list any special services available to this group.

Wayside Exhibits

Wayside exhibits, which include outdoor interpretive exhibits and signs, orientation shelter exhibits, trailhead exhibits, and bulletin boards, offer special advantages to disabled visitors. The liberal use of photographs, artwork, diagrams, and maps, combined with highly readable type, make wayside exhibits an excellent medium for visitors with hearing and learning impairments. For visitors with sight impairments, waysides offer large type and high legibility.

Although a limited number of NPS wayside exhibits will always be inaccessible to visitors with mobility impairments, the great majority are placed at accessible pullouts, viewpoints, parking areas, and trailheads.

The NPS accessibility guidelines for wayside exhibits help ensure a standard of quality that will be appreciated by all visitors. Nearly everyone benefits from high-quality graphics, readable type, comfortable base designs, accessible locations, hard-surfaced exhibit pads, and well-landscaped exhibit sites.

While waysides are valuable onsite "interpreters," it should be remembered that the park resources themselves are the primary things visitors come to experience. Good waysides focus attention on the features they interpret, and not on themselves. A wayside exhibit is only one of the many interpretive tools which visitors can use to enhance their appreciation of a park.

Guidelines Affecting Mobility Impaired Visitors

1. Wayside exhibits will be installed at accessible locations whenever possible.

2. Wayside exhibits will be installed at heights and angles favorable for viewing by most visitors, including those in wheelchairs. For standard NPS low-profile units, the recommended height is 30 inches from the bottom edge of the exhibit panel to the finished grade; for vertical exhibits the height is 6-28 inches.

3. Trailhead exhibits will include an accessibility advisory.

4. Wayside exhibits sites will have level, hard-surfaced exhibit pads.

5. Exhibit sites will offer clear, unrestricted views of park features described in exhibits.

Guidelines Affecting Visually Impaired Visitors

1. Exhibit type will be as legible and readable as possible.

2. Panel colors will be selected to reduce eye strain and glare and to provide excellent readability under field conditions. White should not be used as a background color.

3. Selected wayside exhibits may incorporate audio stations or tactile elements such as models, texture blocks, and relief maps.

4. For all major features interpreted by wayside exhibits, the park should offer nonvisual interpretation covering the same subject matter. Examples include cassette tape tours, radio messages, and ranger talks.

5. Appropriate tactile cues should be provided to help visually impaired visitors locate exhibits.

Guidelines Affecting Hearing Impaired Visitors

1. Wayside exhibits will communicate visually and will rely heavily on graphics to interpret park resources.

2. Essential information included in audio station messages will be duplicated written form, either as part of the exhibit text or with printed material.

Guidelines Affecting Learning Impaired Visitors

1. Topics for wayside exhibits will be specific and of general interest. Unnecessary complexity will be avoided.

2. Whenever possible, easy to understand graphics will be used to convey ideas, rather than text alone.

3. Unfamiliar expressions, technical terms, and jargon will be avoided. Pronunciation aids and definitions will be provided where needed.

4. Text will be concise and free of long paragraphs and wordy language.

H. R. 2321

PUBLIC LAW 102-419

One Hundred Second Congress of the United States of Ame

AT THE SECOND SESSION

Begun and held at the City of Washington on Friday, the third day of January, one thousand nine hundred and ninety-two

An Act

To establish the Dayton Aviation Heritage National Historical Park in the State of Ohio, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Dayton Aviation Heritage Preservation Act of 1992".

SEC. 2. PURPOSES.

The purposes of this Act are—

(1) to establish a unit of the National Park System in Dayton, Ohio, consisting of certain lands and structures associated with Wilbur and Orville Wright and the early development of aviation; and

(2) to create partnerships among Federal, State, and local governments and the private sector to preserve, enhance, and interpret for present and future generations the historic and cultural structures, districts, and artifacts in Dayton and the Miami Valley in the State of Ohio, which are associated with the Wright brothers, the invention and development of aviation, or the life and works of Paul Laurence Dunbar, and which, as a whole, represent a nationally significant resource.

TITLE I—DAYTON AVIATION HERITAGE NATIONAL HISTORICAL PARK

SEC. 101. ESTABLISHMENT OF THE DAYTON AVIATION HERITAGE NATIONAL HISTORICAL PARK.

(a) ESTABLISHMENT.—There is established, as a unit of the National Park System in the State of Ohio, the Dayton Aviation Heritage National Historical Park (hereinafter in this Act referred to as the "park").

(b) AREA INCLUDED.—The park shall consist of the following sites, as generally depicted on a map entitled "Proposed Dayton Aviation Heritage National Historical Park", numbered NHP-DAH 80,000, and dated February 1992:

(1) A core parcel in Dayton, Ohio, which shall consist of the Wright Cycle Company Building, Hoover Block, and lands between.

(2) Huffman Prairie Flying Field, Wright-Patterson Air Force Base, Ohio.

(3) The Wright 1905 Flyer and Wright Hall, Dayton, Ohio.

(4) The Paul Laurence Dunbar home, Dayton, Ohio.

SEC. 102. PROTECTION OF HISTORIC PROPERTIES.

(a) ACQUISITION OF PROPERTIES WITHIN THE PARK.—Within the boundaries of the park the Secretary shall, subject to the availability of appropriated funds, acquire the Wright Cycle Company Building and Hoover Block, and may acquire other properties, or interests therein, referred to in section 101(b), by donation, purchase with donated or appropriated funds, exchange, or transfer.

(b) COOPERATIVE AGREEMENTS.—The Secretary is authorized to enter into cooperative agreements with other Federal agencies, State and local public bodies, and private interests and organizations relating to the preservation, development, use, and interpretation of properties within the boundaries of the park in order to contribute to the appropriate use and management of such properties consistent with the purposes of this Act. Such agreements shall provide, whenever appropriate, that—

(1) the public may have access to any such property at specified reasonable times for purposes of viewing such property or the exhibits or attending programs established by the Secretary under this subsection; and

(2) the Secretary may make such improvements to any such property as the Secretary deems necessary after consultation with the Commission to enhance the public use and enjoyment of such property and programs.

SEC. 103. PARK GENERAL MANAGEMENT PLAN.

(a) IN GENERAL.—Not later than 3 complete fiscal years after the date of enactment of this Act, the Secretary, with the advice of the Commission, shall prepare and submit to the Congress a general management plan for the park which includes but is not limited to the information described in section 12(b) of the Act of August 18, 1970 (16 U.S.C. 1a–7(b)), and which takes into account the preservation and development plan developed under section 202.

(b) PARK PARTNERSHIPS.—The management plan shall identify partnership opportunities between the Secretary and other Federal, State, and local governments and the private sector for the development, use, and interpretation of properties within the park.

SEC. 104. STUDIES.

The Secretary shall study the following properties to determine the feasibility and suitability of including them within the park:

(1) Properties within the Wright-Dunbar Historic District.

(2) Wright Company Factory, Dayton, Ohio. A report of the study of such properties shall be submitted as part of the general management plan required by section 103.

SEC. 105. GENERAL ADMINISTRATIVE FUNCTIONS.

(a) IN GENERAL.—The park shall be administered in accordance with this Act and with the provisions of law generally applicable to units of the National Park System, including, but not limited to, the Act entitled "An Act to establish a National Park Service, and for other purposes", approved August 25, 1916 (39 Stat. 535; 16 U.S.C. 1–4).

(b) DONATIONS.—The Secretary may accept donations of funds, property, or services from individuals, foundations, corporations, and other private entities, and from public entities, for the purposes of managing the park.

(c) PROGRAMS.—The Secretary may sponsor, coordinate, or enter into cooperative agreements for educational or cultural programs related to the park as the Secretary considers appropriate to carry out the purposes of this Act.

(d) IDENTIFICATION AND MARKING OF SIGNIFICANT HISTORICAL SITES.—The Secretary may identify other significant sites related to the Wright brothers, the history of aviation, or Paul Laurence Dunbar in the Miami Valley which are related to the park, and, with the consent of the owner or owners thereof, may mark the sites appropriately and make reference to them in any interpretive literature. The Secretary may provide interpretive markers along transportation routes leading to units of the park.

(e) INTERPRETATION OF HUFFMAN PRAIRIE FLYING FIELD.—The Secretary may provide interpretation of Huffman Prairie Flying Field on Wright Brothers Hill, Wright-Patterson Air Force Base, Ohio.

SEC. 106. COOPERATION OF FEDERAL AGENCIES.

Any Federal entity conducting or supporting activities directly affecting the park shall—

(1) consult with, cooperate with, and to the maximum extent practicable, coordinate its activities with the Secretary; and

(2) conduct or support such activities in a manner which—

(A) to the maximum extent practicable is consistent with the standards and criteria established pursuant to section 202(b)(9); and

(B) to the maximum extent practicable will not have an adverse effect on the historic resources of the park.

SEC. 107. COORDINATION BETWEEN THE SECRETARY AND THE SECRETARY OF DEFENSE.

The decisions concerning the execution of this Act as it applies to properties under control of the Secretary of Defense shall be made by such Secretary, in consultation with the Secretary of Interior.

SEC. 108. ASSISTANCE.

(a) TECHNICAL AND PRESERVATION ASSISTANCE.—The Secretary may provide to any owner of property within the park, and to any organization having an agreement with the Secretary under section 102(b), such technical assistance as the Secretary considers appropriate to carry out the purposes of this Act.

(b) INTERPRETATIVE MATERIALS.—The Secretary is authorized to publish interpretative materials for historic aviation resources in the Miami Valley.

SEC. 109. AUTHORIZATION OF APPROPRIATIONS.

There is authorized to be appropriated such sums as may be necessary to carry out this title: *Provided*, That the amount to be appropriated for the operation, development or restoration of non-federally owned properties within the boundaries of the park shall not exceed $200,000.

TITLE II—DAYTON AVIATION HERITAGE COMMISSION

SEC. 201. DAYTON AVIATION HERITAGE COMMISSION.

(a) ESTABLISHMENT.—There is established the Dayton Aviation Heritage Commission to assist Federal, State, and local authorities and the private sector in preserving and managing the historic resources in the Miami Valley, Ohio, associated with the Wright brothers, aviation, or Paul Laurence Dunbar.

(b) MEMBERSHIP.—The Commission shall consist of 13 members as follows:

(1) 3 members appointed by the Secretary, who shall have demonstrated expertise in aviation history, black history and literature, aviation technology, or historic preservation, at least one of whom shall represent the National Park Service.

(2) 3 members appointed by the Secretary from recommendations submitted by the Governor of the State of Ohio, who shall have demonstrated expertise in aviation history, black history and literature, aviation technology, or historic preservation, at least one of whom shall represent the Ohio Historical Society.

(3) 1 member appointed by the Secretary of Defense, who shall represent Wright-Patterson Air Force Base.

(4) 3 members appointed by the Secretary from recommendations submitted by the City Commission of Dayton, Ohio, at least one of whom shall reside near the core parcel of the park (as described in section 101(b)(1)).

(5) 1 member appointed by the Secretary from recommendations submitted by the Board of Commissioners of Montgomery County, Ohio.

(6) 1 member appointed by the Secretary from recommendations submitted by the Board of Commissioners of Greene County, Ohio.

(7) 1 member appointed by the Secretary from recommendations submitted by the City Council of Fairborn, Ohio.

(c) TERMS.—(1) Members shall be appointed for terms of 3 years. A member may be reappointed only 3 times unless such member was originally appointed to fill a vacancy pursuant to subsection (e)(1), in which case such member may be reappointed 4 times. A member may serve after the expiration of his term until a successor is appointed.

(2) The Secretary shall appoint the first members of the Commission within 30 days after the date on which the Secretary has received all of the recommendations for appointment pursuant to subsections (b) (2), (4), (5), (6), and (7).

(d) CHAIR AND VICE CHAIR.—The chair and vice chair of the Commission shall be elected by the members of the Commission. The terms of the chair and vice chair shall be 2 years. The vice chair shall serve as chair in the absence of the chair.

(e) VACANCY.—(1) Any vacancy in the Commission shall be filled in the same manner in which the original appointment was made, except that the Secretary responsible for such appointment shall fill any such vacancy within 30 days after receiving a recommendation for the position.

(2) A member appointed to fill a vacancy shall serve for the remainder of the term for which his predecessor was appointed.

A member may serve after the expiration of his term until his successor has taken office.

(f) QUORUM.—A majority of the members of the Commission then serving shall constitute a quorum, but a lesser number may hold hearings.

(g) MEETINGS.—The Commission shall meet not less than 3 times a year at the call of the chair or a majority of its members.

(h) PAY.—(1) Except as provided in paragraph (2), members of the Commission shall serve without pay.

(2) Members of the Commission who are full-time officers or employees of the United States shall receive no additional pay by reason of their service on the Commission.

(3) While away from their homes or regular places of business in the performance of services for the Commission, members of the Commission shall be allowed travel expenses, including per diem in lieu of subsistence, in the same manner as persons employed intermittently in the Government service are allowed expenses under section 5703 of title 5, United States Code.

(i) FACA.—Section 14(b) of the Federal Advisory Committee Act (5 U.S.C. App.) shall not apply to the Commission.

(j) TERMINATION.—The Commission shall cease to exist on January 1, 2004.

SEC. 202. DAYTON HISTORIC RESOURCES PRESERVATION AND DEVELOPMENT PLAN.

(a) IN GENERAL.—Within 2 years after the date on which the Commission conducts its first meeting, the Commission shall submit to the Secretary a preservation and development plan which may include the Wright-Dunbar Historic District, the Dunbar Historic District, the Ed Sines House and the Daniel Fitch House, and the 45 sites identified in Appendix A of the document entitled "Study of Alternatives Dayton's Aviation Heritage, Ohio" published by the National Park Service. Within 90 days after the receipt of such plan, the Secretary shall approve such plan or return it with comments to the Commission. If the Secretary has taken no action after 90 days upon receipt, the plan shall be considered approved. If the Secretary disapproves a plan, the Commission shall submit a revised plan to the Secretary. The plan shall include specific preservation and interpretation goals and a priority timetable for their achievement. The Secretary shall forward copies of the approved plan to the Congress.

(b) CONTENTS OF PLAN.—The plan referred to in subsection (a) shall—

(1) set detailed goals for the preservation, protection, enhancement, and utilization of the resources of sites referred to in subsection (a);

(2) identify properties which should be preserved, restored, developed, maintained, or acquired;

(3) include a tentative budget for the subsequent five fiscal years;

(4) propose a management strategy for a permanent organizational structure to enhance and coordinate such resources, and aviation-related properties, and institutions;

(5) recommend methods for establishing partnerships with Federal, State, and local governments and the private sector to foster development and to preserve and enhance such resources;

(6) propose transportation links, including pedestrian facilities and bicycle trails among historic aviation sites including an interurban between the Wright-Dunbar Historic District and the historic resources at Wright-Patterson Air Force Base;

(7) address the use of private vehicles, traffic patterns, parking, and public transportation;

(8) propose educational and cultural programs to encourage appreciation of such resources;

(9) establish standards and criteria applicable to the construction, preservation, restoration, alteration, and use of the properties among such resources;

(10) establish an index which shall contain documentary evidence of historical and cultural significance and which includes property in the Miami Valley associated with the Wright brothers, the history of aviation, or Paul Laurence Dunbar.

(c) CONSULTATION.—In developing the plan, the Commission shall consult with appropriate officials of any local government or Federal or State agency which has jurisdiction over historic aviation resources in the Miami Valley area. The Commission shall also consult with property owners and business, historic, professional, neighborhood, and citizen organizations affected by the actions proposed in the plan.

SEC. 203. GENERAL POWERS OF THE COMMISSION.

(a) HEARINGS.—The Commission may hold such hearings, sit and act at such times and places, take such testimony, and receive such evidence as the Commission may deem advisable.

(b) DONATIONS.—Notwithstanding any other provision of law, the Commission may seek and accept donations of funds, property, or service from individuals, foundations, corporations, and other private entities and public entities for the purpose of carrying out its duties.

(c) USE OF FUNDS TO OBTAIN MONEY.—The Commission may use its funds to obtain money from any source under any program or law requiring the recipient of such money to make a contribution in order to receive such money.

(d) MAIL.—The Commission may use the United States mails in the same manner and upon the same conditions as other departments and agencies of the United States.

(e) USES OF ACQUIRED ASSETS.—Any revenues or other assets acquired by the Commission by donations, the lease or sale of property, or fees for services shall be available to the Commission, without fiscal year limitations, to be used for any function of the Commission.

(f) HISTORICAL AND CULTURAL PROGRAMS.—The Commission is authorized to carry out historical, educational, or cultural programs which encourage or enhance appreciation of the historic resources in the Miami Valley associated with the Wright brothers, aviation, or the life and works of Paul Laurence Dunbar.

(g) TECHNICAL AND PRESERVATION ASSISTANCE.—The Commission may provide technical and preservation assistance to owners of property within the districts, sites, and properties referred to in section 202(a) consistent with the purposes of this Act.

(h) OBTAINING PROPERTY.—(1) The Commission may obtain by purchase, rental, donation, or otherwise, such property, facilities, and services as may be needed to carry out its duties except that

the Commission may not acquire any real property or interest in real property otherwise than under paragraph (2).

(2) Subject to paragraph (3), the Commission may acquire real property, or interests in real property, in the districts, sites, and properties referred to in section 202(a)—

(A) by gift or devise; or

(B) by purchase from a willing seller with money which was given or bequeathed to the Commission on the condition that such money would be used to purchase real property, or interests in real property, in such district and sites.

(3) Any real property or interest in real property acquired by the Commission under paragraph (2) shall be conveyed by the Commission to an appropriate public agency, as determined by the Commission. Any such conveyance shall be made—

(A) as soon as practicable after such acquisition;

(B) without consideration; and

(C) on the condition that the real property or interest in real property so conveyed is used for public purposes.

SEC. 204. STAFF OF COMMISSION.

(a) DIRECTOR.—The Commission shall have a Director who shall be appointed by the Commission.

(b) ADDITIONAL PERSONNEL.—The Commission may appoint and fix the pay of such additional personnel as the Commission deems necessary. Such staff may include specialists in areas such as interpretation, historic preservation, black history and literature, aviation history and technology, and urban revitalization.

(c) TEMPORARY SERVICES.—Subject to such rules as may be adopted by the Commission, the Commission may procure temporary and intermittent services to the same extent as is authorized by section 3109(b) of title 5, United States Code, but at rates determined by the Commission to be reasonable.

(d) DETAIL.—Upon request of the Commission, the head of any Federal agency represented by a member on the Commission may detail, on a reimbursable basis, any of the personnel of such agency to the Commission to assist it in carrying out its duties under this Act.

(e) ADMINISTRATIVE SUPPORT.—The Administrator of the General Services Administration shall provide to the Commission on a reimbursable basis such administrative support services as the Commission may request.

(f) STATE AND LOCAL SERVICES.—The Commission may accept the services of personnel detailed from the State or any political subdivision of the State and may reimburse the State or such political subdivision for such services.

(g) INAPPLICABILITY OF CERTAIN PROVISIONS OF TITLE 5, UNITED STATES CODE.—The director and staff of the Commission may be appointed without regard to the provisions of title 5, United States Code, governing appointments in the competitive service, and may be paid without regard to the provisions of chapter 51 and subchapter III of chapter 53 of such title relating to classification and General Schedule pay rates, except that no individual so appointed may receive pay in excess of the annual rate of basic pay payable for grade GS–15 of the General Schedule.

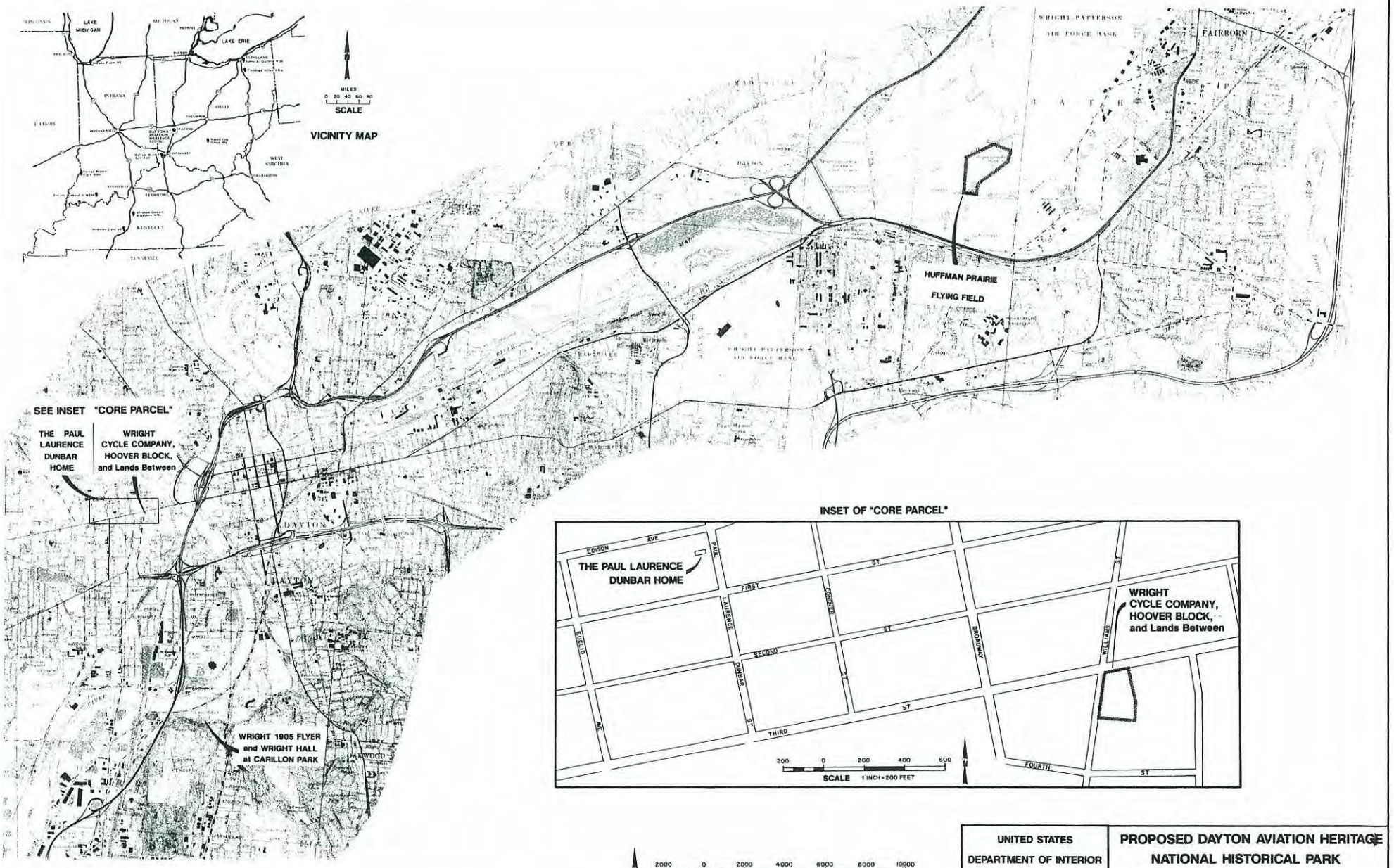
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SEC. 205. AUTHORIZATION OF APPROPRIATIONS.

There are authorized to be appropriated annually to the Commission to carry out its duties under this Act $350,000, except that the Federal contribution to the Commission shall not exceed 50 percent of the annual costs to the Commission in carrying out those duties.

Speaker of the House of Representatives.

Vice President of the United States and
President of the Senate.



UNITED STATES DEPARTMENT OF INTERIOR NATIONAL PARK SERVICE MIDWEST REGION LAND RESOURCES DIVISION	PROPOSED DAYTON AVIATION HERITAGE NATIONAL HISTORICAL PARK MONTGOMERY and GREENE COUNTIES DAYTON, OHIO FEBRUARY 1992 NHP - DAH 80,000

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