



# Foundation Document

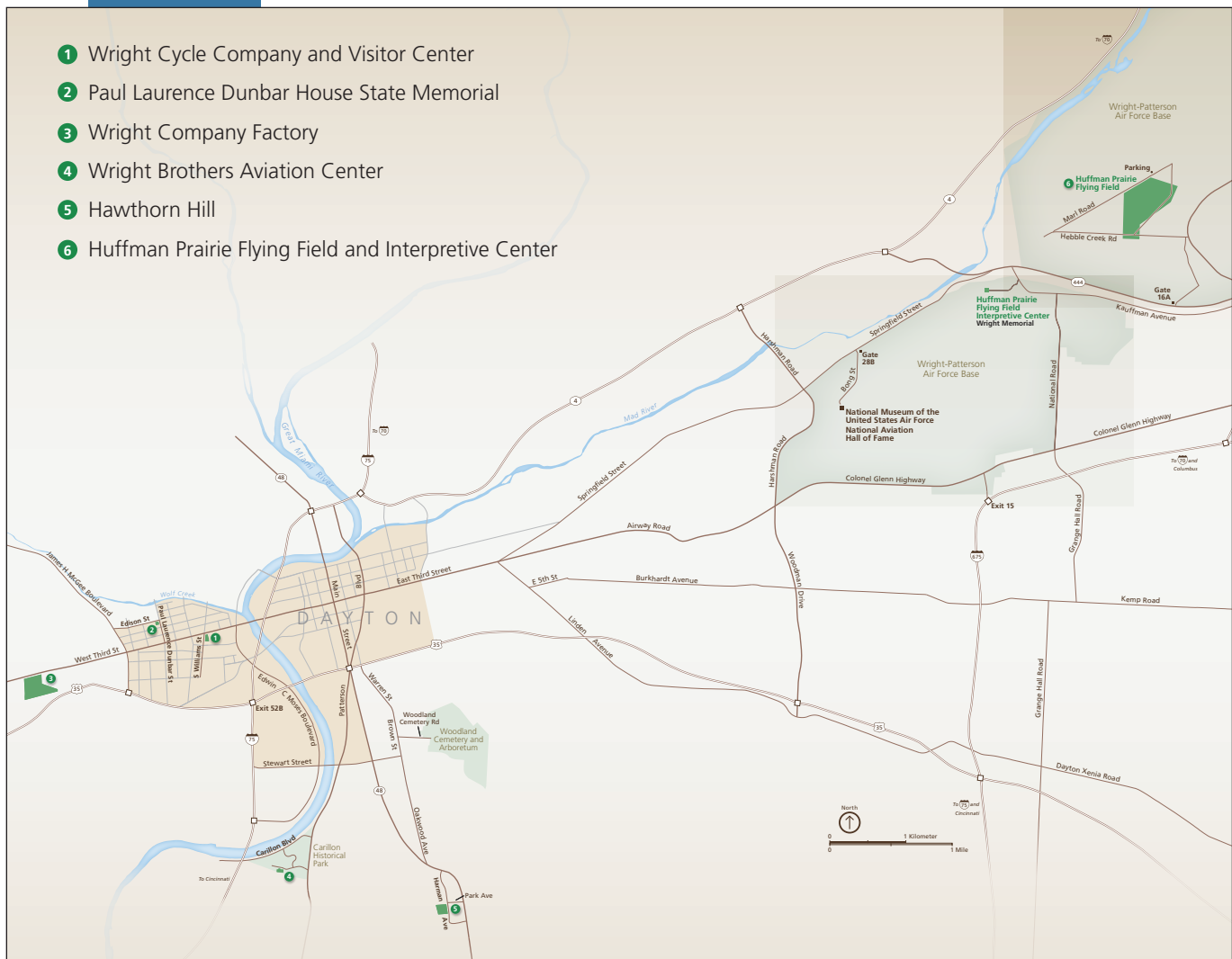
## Dayton Aviation Heritage National Historical Park

Ohio

January 2017



- 1 Wright Cycle Company and Visitor Center
- 2 Paul Laurence Dunbar House State Memorial
- 3 Wright Company Factory
- 4 Wright Brothers Aviation Center
- 5 Hawthorn Hill
- 6 Huffman Prairie Flying Field and Interpretive Center



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## Mission of the National Park Service

The National Park Service (NPS) preserves unimpaired the natural and cultural resources and values of the national park system for the enjoyment, education, and inspiration of this and future generations. The National Park Service cooperates with partners to extend the benefits of natural and cultural resource conservation and outdoor recreation throughout this country and the world.

The NPS core values are a framework in which the National Park Service accomplishes its mission. They express the manner in which, both individually and collectively, the National Park Service pursues its mission. The NPS core values are:

- **Shared stewardship:** We share a commitment to resource stewardship with the global preservation community.
- **Excellence:** We strive continually to learn and improve so that we may achieve the highest ideals of public service.
- **Integrity:** We deal honestly and fairly with the public and one another.
- **Tradition:** We are proud of it; we learn from it; we are not bound by it.
- **Respect:** We embrace each other's differences so that we may enrich the well-being of everyone.

The National Park Service is a bureau within the Department of the Interior. While numerous national park system units were created prior to 1916, it was not until August 25, 1916, that President Woodrow Wilson signed the National Park Service Organic Act formally establishing the National Park Service.

The national park system continues to grow and comprises more than 400 park units covering more than 84 million acres in every state, the District of Columbia, American Samoa, Guam, Puerto Rico, and the Virgin Islands. These units include, but are not limited to, national parks, monuments, battlefields, military parks, historical parks, historic sites, lakeshores, seashores, recreation areas, scenic rivers and trails, and the White House. The variety and diversity of park units throughout the nation require a strong commitment to resource stewardship and management to ensure both the protection and enjoyment of these resources for future generations.



*The arrowhead was authorized as the official National Park Service emblem by the Secretary of the Interior on July 20, 1951. The sequoia tree and bison represent vegetation and wildlife, the mountains and water represent scenic and recreational values, and the arrowhead represents historical and archeological values.*

## Introduction

Every unit of the national park system will have a foundational document to provide basic guidance for planning and management decisions—a foundation for planning and management. The core components of a foundation document include a brief description of the park as well as the park’s purpose, significance, fundamental resources and values, other important resources and values, and interpretive themes. The foundation document also includes special mandates and administrative commitments, an assessment of planning and data needs that identifies planning issues, planning products to be developed, and the associated studies and data required for park planning. Along with the core components, the assessment provides a focus for park planning activities and establishes a baseline from which planning documents are developed.

A primary benefit of developing a foundation document is the opportunity to integrate and coordinate all kinds and levels of planning from a single, shared understanding of what is most important about the park. The process of developing a foundation document begins with gathering and integrating information about the park. Next, this information is refined and focused to determine what the most important attributes of the park are. The process of preparing a foundation document aids park managers, staff, and the public in identifying and clearly stating in one document the essential information that is necessary for park management to consider when determining future planning efforts, outlining key planning issues, and protecting resources and values that are integral to park purpose and identity.

While not included in this document, a park atlas is also part of a foundation project. The atlas is a series of maps compiled from available geographic information system (GIS) data on natural and cultural resources, visitor use patterns, facilities, and other topics. It serves as a GIS-based support tool for planning and park operations. The atlas is published as a (hard copy) paper product and as geospatial data for use in a web mapping environment. The park atlas for Dayton Aviation Heritage National Historical Park can be accessed online at: <http://insideparkatlas.nps.gov/>.



## Part 1: Core Components

The core components of a foundation document include a brief description of the park, park purpose, significance statements, fundamental resources and values, other important resources and values, and interpretive themes. These components are core because they typically do not change over time. Core components are expected to be used in future planning and management efforts.

### Brief Description of the Park

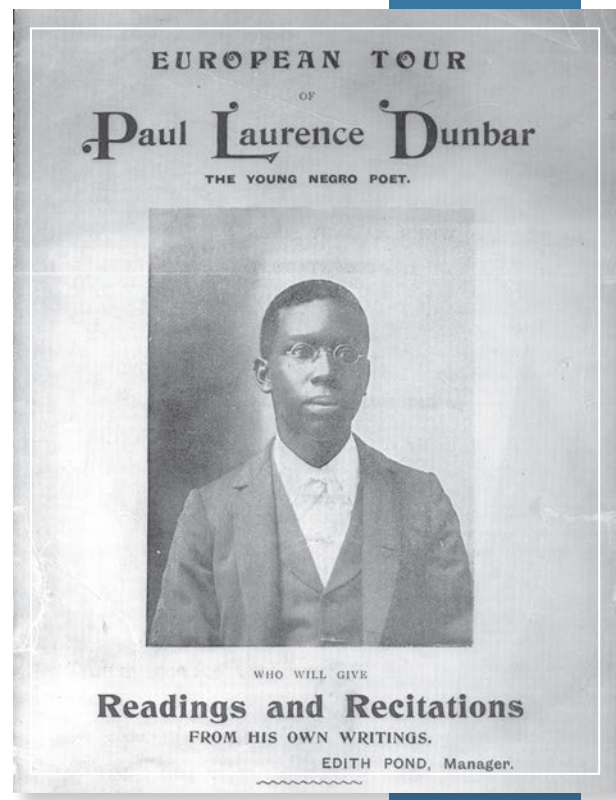
Dayton Aviation Heritage National Historical Park comprises six sites in the greater Dayton, Ohio, area. The park boundary at these six sites encompasses 111 acres. Established in 1992, the partnership park preserves and interprets resources related to inventors Wilbur and Orville Wright, writer Paul Laurence Dunbar, and sites in Dayton associated with the early development of aviation.

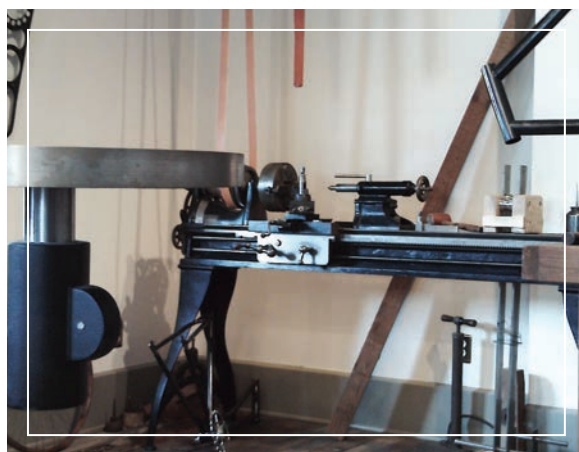
There are five national historic landmarks and two national register historic districts within Dayton Aviation Heritage National Historical Park. These include the Wright Cycle Company building, Hoover Block, Huffman Prairie Flying Field, 1905 Wright Flyer III, Hawthorn Hill, and the Paul Laurence Dunbar State Memorial. Together, these sites tell the stories of the lives and legacies of Wilbur Wright, Orville Wright, and Paul Laurence Dunbar.

The fourth Wright Cycle Company building and the Hoover Block are located at South Williams and West Third Streets. The fourth location of the bicycle shop operated by the Wrights is the only building remaining as testament to their bicycle business. The site was designated a national historic landmark in 1990. Wilbur and Orville Wright operated Wright & Wright, Job Printers, on the second floor of the Hoover Block from 1890 to 1895. The building houses the Wright-Dunbar Interpretive Center. The Hoover Block was added to the National Register of Historic Places as part of the West Third Street Historic District in 1988. The Wright-Dunbar Interpretive Center is co-located with the Aviation Trail Visitor Center and Museum. Aviation Trail, Inc., is one of the park's partners.

Not far from the Wright Cycle Company and the Wright-Dunbar Interpretive Center is the Paul Laurence Dunbar State Memorial. Paul Laurence Dunbar, a poet, novelist, and playwright, lived in the house in west Dayton with his mother, Matilda Dunbar, from 1904 until his death in 1906. After Matilda Dunbar's 1934 death, the State of Ohio acquired the property and opened it for public visitation as the first house museum commemorating an African American. It was designated a national historic landmark in 1962. The Paul Laurence Dunbar State Memorial is owned by the State of Ohio, managed by the Ohio History Connection, and operated jointly by NPS staff and Dayton History. The Ohio History Connection and Dayton History are two of the park's partners.

Occupying the grounds of Wright-Patterson Air Force Base, Huffman Prairie Flying Field is where the Wright brothers proved the aeroplane was a practical invention in 1904 and 1905. The 84-acre Huffman Prairie Flying Field was designated a national historic landmark in 1990. The Flying Field is on an active military installation, and as such, it is subject to unannounced closure.





At Carillon Historical Park, the 1905 Wright Flyer III is the centerpiece of the Wright Brothers Aviation Center. The world's first practical aeroplane, it was built by the Wright brothers in 1905 and flown at Huffman Prairie Flying Field. The Wright Flyer III was designated a national historic landmark in 1990 and a historic mechanical engineering landmark in 2003. Carillon Historical Park and the Wright Flyer III are owned and managed by Dayton History, one of the park's partners.

Hawthorn Hill, south of central Dayton, is open for tours through Dayton History. In 1914, Orville Wright, Katharine Wright, and Milton Wright moved into this large Georgian revival style mansion in Oakwood. Orville, later joined by servants Charles and Carrie Kayler Grumbach, lived at Hawthorn Hill until his death in 1948. Hawthorn Hill was designated a national historic landmark in 1991.

The Wright Company factory in west Dayton opened in 1910 as the first factory in the United States designed especially for building aeroplanes, a testament to the brothers' attempt to commercialize their invention. Students at the Wright School of Aviation also came here to learn plane controls on a simulator. The factory, currently in private ownership, is a new part of the park and is not yet open to the public.

Dayton Aviation Heritage National Historical Park is part of the National Aviation Heritage Area. Authorized by Congress in November 2004, the National Aviation Heritage Area honors the region's leadership in the nation's aviation history. The National Aviation Heritage Area provides visitors with an opportunity to experience several significant sites associated with aviation, including the sites of Dayton Aviation Heritage National Historical Park.

## Park Purpose

The purpose statement identifies the specific reason(s) for establishment of a particular park. The purpose statement for Dayton Aviation Heritage National Historical Park was drafted through a careful analysis of its enabling legislation and the legislative history that influenced its development. The park was established when the enabling legislation adopted by Congress was signed into law on October 16, 1992 (see appendix A for enabling legislation and subsequent legislative acts). The purpose statement lays the foundation for understanding what is most important about the park.

*The National Park Service and its partners  
at DAYTON AVIATION HERITAGE NATIONAL  
HISTORICAL PARK interpret the lives and  
creations of Wilbur and Orville Wright and  
Paul Laurence Dunbar and preserve sites in  
the Dayton region associated with them as  
well as the early development of aviation.*



## Park Significance

Significance statements express why a park's resources and values are important enough to merit designation as a unit of the national park system. These statements are linked to the purpose of Dayton Aviation Heritage National Historical Park, and are supported by data, research, and consensus. Statements of significance describe the distinctive nature of the park and why an area is important within a global, national, regional, and systemwide context. They focus on the most important resources and values that will assist in park planning and management.

The following significance statements have been identified for Dayton Aviation Heritage National Historical Park. (Please note that the sequence of the statements do not reflect the level of significance.)

1. Dayton Aviation Heritage National Historical Park contains the only existing original buildings at their original locations—the fourth Wright Cycle Company, the print shop, and the Wright Co. factory—associated with the Wrights business careers that led to the invention of the first aeroplane.
2. Dayton Aviation Heritage National Historical Park contains the last home of internationally renowned poet Paul Laurence Dunbar, a residence that represents the level of success he attained from his writing career, which took place in an era of increasing racial segregation. The home was the first publicly administered site to commemorate an African American.
3. Huffman Prairie Flying Field is where the world's first practical, piloted, heavier-than-air, power-driven and controlled aeroplanes were tested and proven and is considered the world's first working airfield.
4. The Aviation Center within Carillon Historical Park contains the world's first practical aeroplane, the 1905 Wright Flyer III.
5. Hawthorn Hill, the home of Orville Wright, his father, and his sister, represents the success he and Wilbur attained through the invention of the aeroplane—it was a retreat where he lived as he enjoyed the success and served a ceremonial role in the aviation community.
6. The Dayton region contains numerous historically significant sites directly related to the Wright brothers, Dunbar, or which contributed to the development of early aviation.



## Fundamental Resources and Values

Fundamental resources and values (FRVs) are those features, systems, processes, experiences, stories, scenes, sounds, smells, or other attributes determined to warrant primary consideration during planning and management processes because they are essential to achieving the purpose of the park and maintaining its significance. Fundamental resources and values are closely related to a park's legislative purpose and are more specific than significance statements.

Fundamental resources and values help focus planning and management efforts on what is truly significant about the park. One of the most important responsibilities of NPS managers is to ensure the conservation and public enjoyment of those qualities that are essential (fundamental) to achieving the purpose of the park and maintaining its significance. If fundamental resources and values are allowed to deteriorate, the park purpose and/or significance could be jeopardized.

The following fundamental resources and values have been identified for Dayton Aviation Heritage National Historical Park:

- **Sites of Wilbur and Orville Wright's Invention and Industry.** The park preserves or works with partners to preserve and interpret several sites where the Wright brothers developed their businesses and perfected sustained manned flight: the Wright Cycle Company and the Hoover Block containing Wright & Wright Job Printers, Huffman Prairie Flying Field, and the Wright Company factory.
- **Wright Brothers Collections.** This includes the 1905 Wright Flyer III, a national historic landmark, and collections related to the Wright brothers, including some of their printing equipment and artifacts connected with development of the aeroplane and their later attempts to commercialize their invention through the establishment of the Wright Company.
- **Paul Laurence Dunbar House and Collections.** This includes the Paul Laurence Dunbar State Memorial, Paul Dunbar's residence from 1904 to 1906, his mother Matilda Dunbar's residence until 1934, and collections installed in the house and its adjacent museum.
- **Hawthorn Hill.** This includes the 1914–1948 mansion of Orville Wright, which was also home to Milton Wright and Katharine Wright for a shorter period of time and also to several hired servants, and with some of its original furnishings.
- **Partnerships.** The park was established in 1992, as a multi-unit partnership park that has five legislatively mandated partners, as well as numerous external partnerships with other governmental agencies and private organizations and groups. The park's authorizing legislation specifically directs that the park will be managed as a partnership and also provides the park with expanded authority for entering into cooperative agreements with park partners. In addition, the park has grant authority for funding assistance for construction and development, maintenance, and exhibit fabrication projects in the units of the park. Currently, the park units are run by five legislated partners, including the National Park Service, the Ohio History Connection, the U.S. Air Force, Dayton History, and Aviation Trail, Inc. The partner relationships with owners of properties within park boundaries are a significant consideration for National Park Service park managers in fulfilling the park's legislative mandates and providing opportunities for visitors to understand and connect with the significance of the resources.



## Other Important Resources and Values

Dayton Aviation Heritage National Historical Park contains other resources and values that are not fundamental to the purpose of the park and may be unrelated to its significance, but are important to consider in planning processes. These are referred to as “other important resources and values” (OIRV). These resources and values have been selected because they are important in the operation and management of the park and warrant special consideration in park planning.

The following other important resources and values have been identified for Dayton Aviation Heritage National Historical Park:

- **Huffman Prairie Flying Field Interpretive Center and Wright Memorial.** The Huffman Prairie Flying Field Interpretive Center is owned by the U.S. Air Force and operated by the National Park Service, which furnishes the interpretive exhibits. The building also includes a bookstore, theater, and office space. The exhibits focus on the achievements of the Wright brothers post-1903 at Huffman Prairie Flying Field and the story of their continuing legacy as embodied by Wright-Patterson Air Force Base. Adjacent to the interpretive center, the Wright Memorial on Wright Brothers Hill is a 27-acre designed landscape with a 17-foot pink granite obelisk honoring the Wright Brothers. Although both the Huffman Prairie Flying Field Interpretive Center and the Wright Memorial are outside current park boundaries, the ability of the park to work with the U.S. Air Force to provide interpretation of Huffman Prairie Flying Field is authorized in the park’s enabling legislation (see special mandates below).
- **National Register of Historic Places Districts.** There are two national register historic districts that include: the West Third Street Historic District (includes the Hoover Block), the Wright Cycle Company building, and the park’s administrative spaces at 30 and 26 South Williams as contributing properties. The Paul Laurence Dunbar State Memorial is part of the Paul Laurence Dunbar National Register Historic District.
- **Threatened and Endangered Species.** The Indiana bat, Massasauga rattlesnake, northern long-eared bat (a candidate species), and possibly other listed species are potentially present at Huffman Prairie Flying Field.
- **Trail Connections.** There are several connections with area recreation trails that warrant consideration in park planning processes. The Wright Brothers – Huffman Prairie Trail (a paved bike trail), connects to Huffman Prairie Flying Field. Connections to other Miami Valley Bike trails occur near Dayton Aviation Heritage National Historical Park units. The City of Dayton is a “Trail Town” on the North Country National Scenic Trail, although the trail is not in proximity to the park’s boundaries.



## Interpretive Themes

Interpretive themes are often described as the key stories or concepts that visitors should understand after visiting a park—they define the most important ideas or concepts communicated to visitors about a park unit. Themes are derived from, and should reflect, park purpose, significance, resources, and values. The set of interpretive themes is complete when it provides the structure necessary for park staff to develop opportunities for visitors to explore and relate to all park significance statements and fundamental and other important resources and values.

Interpretive themes are an organizational tool that reveal and clarify meaning, concepts, contexts, and values represented by park resources. Sound themes are accurate and reflect current scholarship and science. They encourage exploration of the context in which events or natural processes occurred and the effects of those events and processes. Interpretive themes go beyond a mere description of the event or process to foster multiple opportunities to experience and consider the park and its resources. These themes help explain why a park story is relevant to people who may otherwise be unaware of connections they have to an event, time, or place associated with the park.

The following interpretive themes have been identified for Dayton Aviation Heritage National Historical Park:

- Raised by a single mom, Paul Laurence Dunbar overcame multiple obstacles—poverty, race, and poor health—to become a leader in literature and lay the foundation for future writers, inspiring the Harlem Renaissance. By the time of his death at the age of 33, Dunbar had risen socially and economically to a point aspired to by many Americans through the success of his writings.
- Through the foresight of Dunbar’s mother, Matilda, and the progressiveness of Ohio’s politicians in the 1930s, preservation of the Dunbar house became the first site saved to honor the legacy of an African American—more than 20 years before the modern U.S. Civil Rights movement caught a tailwind.
- The 1905 Wright Flyer III is the world’s first controllable, practical aeroplane, which, through innovation and ingenuity, ushered in the age of human flight and transformed travel, transportation, and warfare, thereby fundamentally changing the world.
- The Wright Cycle Company, Hoover Block, and Wright Company factory demonstrate the significance of imagination and collaboration in the growth and development of the Wright brothers’ entrepreneurial activities. These few remaining buildings directly connected with the story of the Wrights provide opportunities to understand how resourcefulness and experimental risk-taking launched a trailblazing company in the aviation industry.
- Huffman Prairie, the original pasture used to test aircraft, encourages people to imagine the danger, challenges, and failures as the Wright brothers resolved the control problems and perfected the aeroplane.
- In the Dayton region, the invention of the aeroplane led to a legacy of continued aviation development that established the United States as a world leader in military and commercial aircraft and space vehicles. The park is the gateway to the many organizations and sites tracing their roots to the Wright brothers.
- Hawthorn Hill, commissioned by the Wright Brothers with the proceeds from their inventions and business ventures, reflects the success and wealth they attained and was the reward that allowed Orville to enjoy the fruits of his life’s work in the company of his family and others.

## Part 2: Dynamic Components

The dynamic components of a foundation document include special mandates and administrative commitments and an assessment of planning and data needs. These components are dynamic because they will change over time. New special mandates can be established and new administrative commitments made. As conditions and trends of fundamental and other important resources and values change over time, the analysis of planning and data needs will need to be revisited and revised, along with key issues. Therefore, this part of the foundation document will be updated accordingly.

### Special Mandates and Administrative Commitments

Many management decisions for a park unit are directed or influenced by special mandates and administrative commitments with other federal agencies, state and local governments, utility companies, partnering organizations, and other entities. Special mandates are requirements specific to a park that must be fulfilled. Mandates can be expressed in enabling legislation, in separate legislation following the establishment of the park, or through a judicial process. They may expand on park purpose or introduce elements unrelated to the purpose of the park. Administrative commitments are, in general, agreements that have been reached through formal, documented processes, often through memorandums of agreement. Examples include easements, rights-of-way, arrangements for emergency service responses, etc. Special mandates and administrative commitments can support, in many cases, a network of partnerships that help fulfill the objectives of the park and facilitate working relationships with other organizations. They are an essential component of managing and planning for Dayton Aviation Heritage National Historical Park.

#### Special Mandates

Congress established Dayton Aviation Heritage National Historical Park in 1992 (Public Law 102-419) as a public-private partnership with four management partners. They include:

- The National Park Service
- Ohio History Connection
- Wright-Patterson Air Force Base and the U.S. Air Force
- Carillon Historical Park (Dayton History)

The 2000 legislation that expanded park boundaries at two of the units added Aviation Trail, Inc., to the list of management partners for Dayton Aviation Heritage National Historical Park.

Sections 105 and 107 specifically address interactions among the Department of the Interior, National Park Service, and the U.S. Department of Defense, U.S. Air Force. Applicable text includes the following:

- Section 105(e) Interpretation of Huffman Prairie Flying Field. The Secretary [of the Interior] may provide interpretation of Huffman Prairie Flying Field on Wright Brothers Hill, Wright-Patterson Air Force Base, Ohio.
- Section 107. Coordination between the Secretary [of the Interior] 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 [the] Interior.

#### Administrative Commitments

See appendix B for an inventory of administrative commitments.



## Assessment of Planning and Data Needs

Once the core components of Part 1 of the foundation document have been identified, it is important to gather and evaluate existing information about the park's fundamental and other important resources and values, and develop a full assessment of the park's planning and data needs. The assessment of planning and data needs section presents planning issues, the planning projects that will address these issues, and the associated information requirements for planning, such as resource inventories and data collection, including GIS data.

There are three sections in the assessment of planning and data needs:

1. analysis of fundamental and other important resources and values
2. identification of key issues and associated planning and data needs
3. identification of planning and data needs (including spatial mapping activities or GIS maps)

The analysis of fundamental and other important resources and values and identification of key issues leads up to and supports the identification of planning and data collection needs.

### Analysis of Fundamental Resources and Values

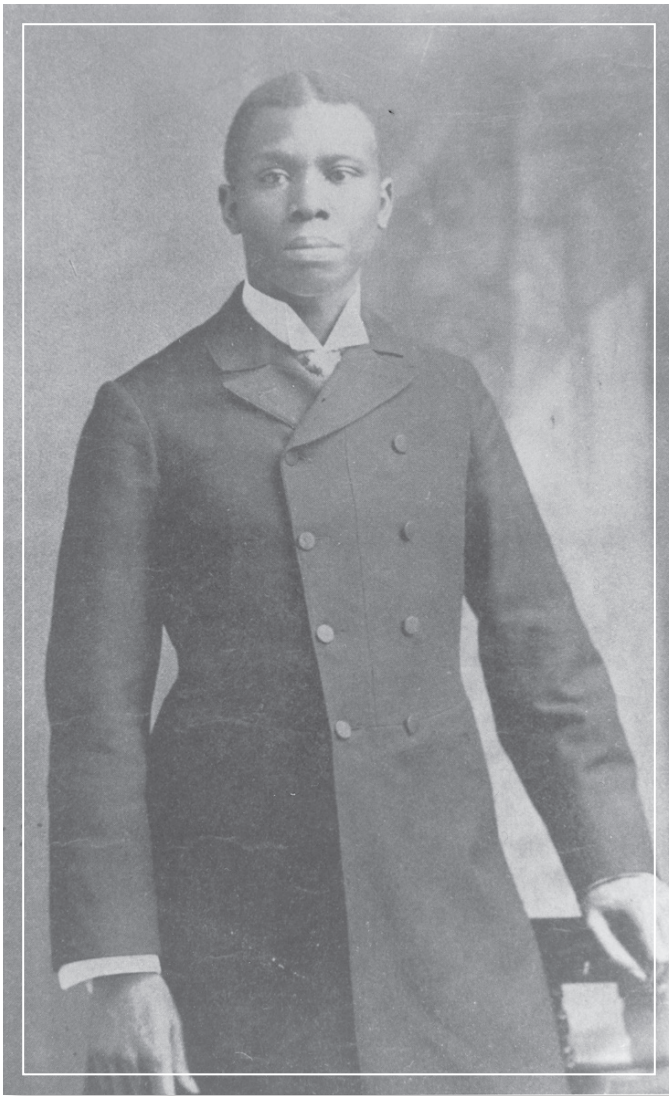
The fundamental resource or value analysis table includes current conditions, potential threats and opportunities, planning and data needs, and selected laws and NPS policies related to management of the identified resource or value.

Fundamental Resource or Value	Sites of Wilbur and Orville Wright's Invention and Industry
Related Significance Statements	Significance statements 1, 3, 4, and 6.
Current Conditions and Trends	<p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>• The Hoover Block and Wright Cycle Company building, owned and operated by the National Park Service, are in good condition.</li> <li>• Huffman Prairie Flying Field, owned by the U.S. Air Force and operated by the National Park Service, is in good condition.</li> <li>• The Wright Company factory buildings are privately owned and are in poor condition. There are five buildings at the factory site: two are original to the Wrights (1910–1911), two were added by the Dayton Wright Company, and one built by General Motors. They are the oldest surviving purpose-built aviation-related buildings in the United States and among the oldest aviation-related buildings in the world.</li> </ul> <p><b>Trends</b></p> <ul style="list-style-type: none"> <li>• The Hoover Block, Wright Cycle Company building, and Huffman Prairie Flying Field are stable resources in terms of condition, ownership, and interpretation.</li> <li>• The Wright Company factory buildings remain in private ownership at the time of this document; their trend is not yet determined.</li> <li>• Coal-fired power plants and mobile sources such as highway vehicles are believed to be major contributors to air quality impacts regionally in the Midwestern United States. Both source categories have reduced emissions regionally in the past decade, which has resulted in reduced ozone and fine particulates. These reductions should also improve air quality conditions at Dayton Aviation Heritage National Historic Park.</li> </ul>
Threats and Opportunities	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>• In general, there is limited availability of money and staff time to maintain resources in good condition.</li> <li>• The private ownership of the Wright Company factory, combined with its current poor condition, may lead to deterioration of the resource.</li> <li>• Projected increases in mean annual temperature, large storms, and extreme temperature events due to climate change could impact the natural landscape causing changes in species composition and increases in erosion and invasive species.</li> <li>• Projected increases in average annual temperature and large storms due to climate change increase the potential for damage to historic structures.</li> </ul> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• There is an opportunity to improve interpretation and preservation through partnerships between Aviation Trail, Inc., and the National Park Service for the Hoover Block and Wright Cycle Company buildings and between the U.S. Air Force and the National Park Service for Huffman Prairie Flying Field.</li> <li>• There is an opportunity for collaboration with the City of Dayton and the National Aviation Heritage Alliance on the preservation and/or interpretation of the Wright Company factory.</li> </ul>
Related Resources and Values	<ul style="list-style-type: none"> <li>• Wright Brothers National Memorial (North Carolina).</li> </ul>
Existing Data and Plans Related to the FRV	<ul style="list-style-type: none"> <li>• Wright Cycle Company Building historic structure report (1999).</li> <li>• Hoover Block historic structure report (1999).</li> <li>• Huffman Prairie Flying Field cultural landscape report and interpretive plan (2002).</li> <li>• List of Classified Structures (LCS) database entries for the Wright Cycle Company Building and the Hoover Block.</li> <li>• Roach, E. <i>The Wright Company: From Invention to Industry</i> (2014).</li> <li>• Fraterrigo, E. <i>Beyond Kitty Hawk: Inventing Flight at Huffman Prairie Flying Field</i> (2002).</li> </ul>

Fundamental Resource or Value	Sites of Wilbur and Orville Wright's Invention and Industry
Data and/or GIS Needs	<ul style="list-style-type: none"> <li>• Energy audit for the visitor center.</li> <li>• Archeological and geophysical survey of Huffman Prairie Flying Field.</li> <li>• Archeological assessment of the fourth Wright Cycle Company property at 22 South Williams Street.</li> <li>• Historic resource study of aviation in Ohio's Miami Valley.</li> </ul>
Planning Needs	<ul style="list-style-type: none"> <li>• Historic structure report for Wright Company factory site.</li> <li>• Cultural landscape report for Wright Company factory site.</li> <li>• General management plan amendment to incorporate Wright Company factory.</li> <li>• Long-range interpretive plan.</li> <li>• Planning for World Heritage designation.</li> <li>• Integrated pest management plan.</li> <li>• Development concept plan for a new maintenance building.</li> <li>• Accessibility plan for exhibits.</li> </ul>
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	<p><b>Laws, Executive Orders, and Regulations That Apply to the FRV</b></p> <ul style="list-style-type: none"> <li>• Historic Sites Act of 1935</li> <li>• National Historic Preservation Act of 1966, as amended (54 USC 300101 et seq.)</li> <li>• Clean Air Act of 1977 (42 USC 7401 et seq.)</li> <li>• Executive Order 11593, "Protection and Enhancement of the Cultural Environment"</li> <li>• "Protection of Historic Properties" (36 CFR 800)</li> <li>• Secretarial Order 3289, "Addressing the Impacts of Climate Change on America's Water, Land, and Other Natural and Cultural Resources"</li> </ul> <p><b>NPS Policy-level Guidance (NPS Management Policies 2006 and Director's Orders)</b></p> <ul style="list-style-type: none"> <li>• NPS <i>Natural Resource Management Reference Manual</i> 77</li> <li>• NPS <i>Management Policies 2006</i> (chapter 5) "Cultural Resource Management"</li> <li>• Director's Order 28: <i>Cultural Resource Management</i></li> <li>• NPS <i>Management Policies 2006</i> (§4.1.4) "Partnerships"</li> <li>• <i>The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation</i></li> </ul>



Fundamental Resource or Value	Wright Brothers Collections
Related Significance Statements	Significance statements 1 and 4.
Current Conditions and Trends	<p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>The 1905 Wright Flyer III, owned and exhibited by Dayton History at Carillon Historical Park, is in good condition.</li> <li>Artifacts directly connected with the Wright brothers in the collections of the National Park Service and of Dayton History are maintained in good condition.</li> </ul> <p><b>Trends</b></p> <ul style="list-style-type: none"> <li>The Wright brothers collections connected to the park are expected to remain in good condition.</li> <li>Most of the pieces exhibited at Hawthorn Hill are stable but need treatment.</li> </ul>
Threats and Opportunities	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>In general, there is limited availability of money and staff time to maintain resources in good condition.</li> <li>Many artifacts exhibited at Hawthorn Hill need conservation treatment for sustained longevity; if treatment is not received, collection objects may deteriorate.</li> </ul> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>Dayton History is eligible for sources of collections management funding as a private nonprofit that are not available to the National Park Service.</li> <li>Potential for collaboration with public history graduate students at Wright State University and students from other colleges to develop internship/class-level projects.</li> <li>Opportunity to harness technical expertise from NPS curatorial staff at Harpers Ferry Center and the NPS Midwest Region.</li> </ul>
Related Resources and Values	<ul style="list-style-type: none"> <li>See appendix D.</li> </ul>
Existing Data and Plans Related to the FRV	<ul style="list-style-type: none"> <li>Scope of collections statement (2011).</li> <li>Historic furnishings report for the print shop (2007).</li> <li>Historic structure report for Wright Hall (2006).</li> <li>General management plan amendment (2005).</li> <li>Historic furnishings report for the Wright Cycle Company building (2001).</li> </ul>
Data and/or GIS Needs	<ul style="list-style-type: none"> <li>Security survey.</li> <li>Fire protection survey.</li> </ul>
Planning Needs	<ul style="list-style-type: none"> <li>Integrated pest management plan.</li> <li>Collection management plan.</li> </ul>
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	<p><b>Laws, Executive Orders, and Regulations That Apply to the FRV</b></p> <ul style="list-style-type: none"> <li>National Historic Preservation Act of 1966, as amended (54 USC 300101 et seq.)</li> <li>Museum Properties Management Act of 1955, as amended</li> <li>"Protection of Historic Properties" (36 CFR 800)</li> </ul> <p><b>NPS Policy-level Guidance (NPS Management Policies 2006 and Director's Orders)</b></p> <ul style="list-style-type: none"> <li>NPS Management Policies 2006 (chapter 5) "Cultural Resource Management"</li> <li>Director's Order 24: NPS Museum Collections Management</li> <li>Director's Order 28: Cultural Resource Management</li> <li>NPS Museum Handbook, parts I, II, and III</li> <li>NPS Management Policies 2006 (§4.1.4) "Partnerships"</li> </ul>



Fundamental Resource or Value	Paul Laurence Dunbar House and Collections
Related Significance Statements	Significance statement 2.
Current Conditions and Trends	<p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>• The Paul Laurence Dunbar State Memorial is owned and managed by the Ohio History Connection, operated jointly by Dayton History and the National Park Service.</li> <li>• The main house of the Paul Laurence Dunbar State Memorial is in good structural condition.</li> <li>• The Ohio History Connection owns the artifacts exhibited in the house. Artifacts are generally in good condition, though threatened by ultraviolet light.</li> <li>• In cooperation with the Ohio History Connection, Dayton History is undertaking repairs to the carriage house and to the building's shutters.</li> </ul> <p><b>Trends</b></p> <ul style="list-style-type: none"> <li>• The house and related structures are expected to remain in good condition.</li> <li>• Environmental conditions for the exhibited collections are generally good, but some pieces already have extensive damage from light.</li> </ul>

Fundamental Resource or Value	Paul Laurence Dunbar House and Collections
Threats and Opportunities	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>• Environmental conditions threaten artifacts, especially ultraviolet light.</li> <li>• Neighborhood deterioration – known drug houses are on the same street as the Dunbar house. This poses a safety risk and can deter visitation.</li> <li>• Projected increases in average annual temperature and large storms due to climate change increase the potential for damage to historic structures.</li> </ul> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• Partnerships among the National Park Service, Dayton History, and the Ohio History Connection could be strengthened with plans to combine efforts to develop new interpretive initiatives.</li> <li>• Opportunity to educate visitors about the Dunbar neighborhood.</li> <li>• Opportunity for UV treatment of windows to mitigate environmental threats to collections.</li> </ul>
Related Resources and Values	<ul style="list-style-type: none"> <li>• See appendix D.</li> </ul>
Existing Data and Plans Related to the FRV	<ul style="list-style-type: none"> <li>• General management plan amendment (2005).</li> <li>• Transportation study (2001).</li> </ul>
Data and/or GIS Needs	<ul style="list-style-type: none"> <li>• Archeological assessment.</li> <li>• Visitor use study for Paul Laurence Dunbar State Memorial.</li> </ul>
Planning Needs	<ul style="list-style-type: none"> <li>• Historic structure report for Paul Laurence Dunbar State Memorial.</li> <li>• Cultural landscape report for Paul Laurence Dunbar State Memorial.</li> <li>• Transportation plan.</li> </ul>
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	<p><b>Laws, Executive Orders, and Regulations That Apply to the FRV</b></p> <ul style="list-style-type: none"> <li>• Historic Sites Act of 1935</li> <li>• National Historic Preservation Act of 1966, as amended (54 USC 300101 et seq.)</li> <li>• Museum Properties Management Act of 1955, as amended</li> <li>• Executive Order 11593, “Protection and Enhancement of the Cultural Environment”</li> <li>• “Protection of Historic Properties” (36 CFR 800)</li> <li>• Secretarial Order 3289, “Addressing the Impacts of Climate Change on America’s Water, Land, and Other Natural and Cultural Resources”</li> </ul> <p><b>NPS Policy-level Guidance (NPS <i>Management Policies 2006</i> and Director’s Orders)</b></p> <ul style="list-style-type: none"> <li>• NPS <i>Management Policies 2006</i> (chapter 5) “Cultural Resource Management”</li> <li>• Director’s Order 24: <i>NPS Museum Collections Management</i></li> <li>• Director’s Order 28: <i>Cultural Resource Management</i></li> <li>• Director’s Order 28A: <i>Archeology</i></li> <li>• NPS <i>Museum Handbook</i>, parts I, II, and III</li> <li>• NPS <i>Management Policies 2006</i> (§4.1.4) “Partnerships”</li> <li>• <i>The Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation</i></li> </ul>



Fundamental Resource or Value	Hawthorn Hill
Related Significance Statements	Significance statement 5.
Current Conditions and Trends	<p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>• Hawthorn Hill is owned and operated by Dayton History.</li> <li>• Hawthorn Hill is in fair to good structural condition.</li> <li>• Artifacts exhibited at Hawthorn Hill are in a variety of conditions (poor to good).</li> <li>• The site is open to tours by Dayton History.</li> <li>• The National Park Service has an active partnership with Dayton History.</li> </ul> <p><b>Trends</b></p> <ul style="list-style-type: none"> <li>• Maintenance of the property and collections in good condition is expected to continue.</li> <li>• Public access to the property is expected to continue.</li> </ul>
Threats and Opportunities	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>• The property and collections may suffer from the impacts of limited staffing and funding, especially in regular maintenance and upkeep.</li> <li>• Artifacts exhibited in the house will likely deteriorate from a lack of conservation treatment.</li> <li>• Artifacts exhibited in the house are at some risk of damage when the house is used for special events.</li> <li>• Projected increases in average annual temperature and large storms due to climate change increase potential for damage to historic structures.</li> </ul> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>

Fundamental Resource or Value	Hawthorn Hill
Related Resources and Values	<ul style="list-style-type: none"> <li>• See appendix D.</li> </ul>
Existing Data and Plans Related to the FRV	<ul style="list-style-type: none"> <li>• Hawthorn Hill historic furnishings report (2010).</li> </ul>
Data and/or GIS Needs	<ul style="list-style-type: none"> <li>• None identified.</li> </ul>
Planning Needs	<ul style="list-style-type: none"> <li>• Historic structure report for Hawthorn Hill.</li> <li>• Cultural landscape report for Hawthorn Hill.</li> <li>• General management plan amendment needed to take site into account for overall park management.</li> <li>• Transportation plan.</li> </ul>
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	<p><b>Laws, Executive Orders, and Regulations That Apply to the FRV</b></p> <ul style="list-style-type: none"> <li>• Historic Sites Act of 1935</li> <li>• National Historic Preservation Act of 1966, as amended (54 USC 300101 et seq.)</li> <li>• Museum Properties Management Act of 1955, as amended</li> <li>• Executive Order 11593, "Protection and Enhancement of the Cultural Environment"</li> <li>• "Protection of Historic Properties" (36 CFR 800)</li> <li>• Secretarial Order 3289, "Addressing the Impacts of Climate Change on America's Water, Land, and Other Natural and Cultural Resources"</li> </ul> <p><b>NPS Policy-level Guidance (NPS <i>Management Policies</i> 2006 and Director's Orders)</b></p> <ul style="list-style-type: none"> <li>• NPS <i>Management Policies</i> 2006 (chapter 5) "Cultural Resource Management"</li> <li>• Director's Order 24: <i>NPS Museum Collections Management</i></li> <li>• Director's Order 28: <i>Cultural Resource Management</i></li> <li>• Director's Order 28A: <i>Archeology</i></li> <li>• NPS <i>Museum Handbook</i>, parts I, II, and III</li> <li>• NPS <i>Management Policies</i> 2006 (§4.1.4) "Partnerships"</li> <li>• <i>The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation</i></li> </ul>





Fundamental Resource or Value	Partnerships
Related Significance Statements	Significance statement 6.
Current Conditions and Trends	<p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>• The relationship the National Park Service has with its legislated partners is generally constructive.</li> <li>• Legislated partners are the Ohio History Connection, Wright-Patterson Air Force Base and the U.S. Air Force, Dayton History, and Aviation Trail, Inc.</li> <li>• The Ohio History Connection owns and manages the Paul Laurence Dunbar State Memorial.</li> <li>• The U.S. Air Force owns Huffman Prairie Flying Field at Wright-Patterson Air Force Base. Outside park boundaries, the U.S. Air Force owns the Huffman Prairie Flying Field Interpretive Center and Wright Memorial, for which the National Park Service provides staff and exhibits. At Huffman Prairie Flying Field (the Wright brothers research and development site), the first practical flying machine was tested and the first permanent flight school was established.</li> <li>• Dayton History operates the Paul Laurence Dunbar State Memorial, owns and operates Carillon Historical Park, and operates Hawthorn Hill.</li> <li>• The National Aviation Heritage Alliance is the organization designated by Congress with the responsibility to manage the National Aviation Heritage Area. The purpose of the National Aviation Heritage Alliance is to educate the public about and stimulate public interest in and support for the preservation, protection, development, and enhancement of Ohio as the "Birthplace of Aviation."</li> <li>• Other partners include the City of Dayton.</li> </ul> <p><b>Trends</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>

Fundamental Resource or Value	Partnerships
Threats and Opportunities	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>• One of the challenges of partnerships is the park's ability to provide cyclic funding to units of the park that are owned by the partners.</li> <li>• Staffing and funding is needed to support the operations of non-NPS owned sites within the park boundary to ensure that they remain accessible to the public.</li> </ul> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• Over time, evaluate existing partnership agreements and update them to better fulfill the purposes of the park and terminate those that are not fulfilling the purposes of the park. Consider entering into new partnerships that help the park fulfill its purpose.</li> <li>• Foster collaboration among aviation heritage organizations in the area.</li> <li>• Leverage and enhance the resources associated with the Wright brothers and aviation development.</li> <li>• The original agreements with two of the park partners are due to expire in the next five years and will need to be renewed.</li> </ul>
Existing Data and Plans Related to the FRV	<ul style="list-style-type: none"> <li>• General management plan (1997).</li> <li>• General management plan amendment (2005).</li> </ul>
Data and/or GIS Needs	<ul style="list-style-type: none"> <li>• None identified.</li> </ul>
Planning Needs	<ul style="list-style-type: none"> <li>• None identified.</li> </ul>
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	<p><b>Laws, Executive Orders, and Regulations That Apply to the FRV</b></p> <ul style="list-style-type: none"> <li>• Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 USC 2000d et seq.)</li> <li>• Executive Order 11246, "Equal Employment Opportunity" (provisions found at 3 CFR 339 [1965])</li> <li>• Title V, Section 504 of the Rehabilitation Act of 1973 (89 Stat. 728; 42 USC Section 6101 et. seq.)</li> <li>• "Enforcement" (43 CFR 12.83)</li> <li>• "Termination for Convenience" (43 CFR 12.84)</li> <li>• "New Restrictions on Lobbying" (43 CFR 18)</li> </ul> <p><b>NPS Policy-level Guidance (NPS Management Policies 2006 and Director's Orders)</b></p> <ul style="list-style-type: none"> <li>• Office of Management and Budget Circular A-110, as amended</li> <li>• Office of Management and Budget Circular A-133, as amended</li> <li>• NPS Management Policies 2006 (§4.1.4) "Partnerships"</li> <li>• Director's Order 21: <i>Donations and Fundraising</i></li> <li>• Director's Order 52D: <i>Use of the Arrowhead Symbol</i></li> </ul>

## Analysis of Other Important Resources and Values

Other Important Resource or Value	Huffman Prairie Flying Field Interpretive Center and Wright Memorial
<b>Current Conditions and Trends</b>	<p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>Interpretive Center – 12-year-old building owned by the U.S. Air Force and staffed by the National Park Service. The National Park Service furnished the exhibits. Not within the park boundary.</li> <li>Wright Memorial – Formal monument on paved plaza with associated Olmstead-designed landscape and overlook of Huffman Prairie. U.S. Air Force owned. Not within the park boundary.</li> <li>Prehistoric Indian mounds near the Huffman Prairie Flying Field Interpretive Center and Wright Memorial at Wright Brothers Hill are listed in the National Register of Historic Places.</li> <li>Access to the memorial plaza meets the Americans with Disabilities Act (ADA) guidelines.</li> </ul> <p><b>Trends</b></p> <ul style="list-style-type: none"> <li>Interpretive Center – Building systems reaching cyclic maintenance replacement point. System renewals impacted by U.S. Air Force budget cuts.</li> <li>Wright Memorial – Stone work on monument and plaza showing weathering and shifting.</li> </ul>
<b>Threats and Opportunities</b>	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>Interpretive Center – Continued funding limitations within the U.S. Air Force results in further deferred maintenance. Visitor experience suffers.</li> <li>Interpretive Center – U.S. Air Force eliminated funding for operations and transferred cost of interpretive center operations to the National Park Service. Park has not budgeted for these operation costs.</li> <li>Interpretive Center and Grounds – Nearby potable water chlorinator is a possible hazard to visitors and staff.</li> <li>Interpretive center is eligible for system renewal projects from the U.S. Air Force, but is a low priority.</li> <li>Wright Memorial – Deferred maintenance of memorial results in damage to historic structure. Deferred maintenance of plaza creates safety hazard for visitors.</li> <li>Grounds – Gradual erosion near base of historic wall at overlook.</li> </ul> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>Possible project to expend interpretive center with U.S. Air Force funds to address more of the history of the base.</li> <li>Memorial restoration occurring in stages with possible correction of access issues.</li> <li>Possible expansion of park boundaries to include the interpretive center and Wright Memorial.</li> </ul>
<b>Data and/or GIS Needs</b>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>Planning Needs</b>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>Laws, Executive Orders, and Regulations That Apply to the OIRV, and NPS Policy-level Guidance</b>	<p><b>Laws, Executive Orders, and Regulations That Apply to the OIRV</b></p> <ul style="list-style-type: none"> <li>None identified</li> </ul> <p><b>NPS Policy-level Guidance (NPS <i>Management Policies 2006</i> and <i>Director's Orders</i>)</b></p> <ul style="list-style-type: none"> <li>NPS <i>Management Policies 2006</i> (§1.6) "Cooperative Conservation Beyond Park Boundaries"</li> <li>NPS <i>Management Policies 2006</i> (§2.3.1.4) "Science and Scholarship"</li> <li>NPS <i>Management Policies 2006</i> (§4.1.4) "Partnerships"</li> <li>NPS <i>Management Policies 2006</i> (chapter 7) "Interpretation and Education"</li> </ul>

Other Important Resource or Value	National Register of Historic Places Districts
<b>Current Conditions and Trends</b>	<p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>West Third Street Historic District – in good condition.</li> <li>Paul Laurence Dunbar National Register Historic District – in fair condition.</li> </ul> <p><b>Trends</b></p> <ul style="list-style-type: none"> <li>West Third Street Historic District – Wright-Dunbar, Inc., is developing residential and commercial space in several empty buildings. Aviation Trail, Inc., has purchased the Pekin Theatre and the Fish Market, structures immediately adjacent to the Wright-Dunbar Interpretive Center.</li> <li>Paul Laurence Dunbar National Register Historic District – Residential district; continued deterioration of privately owned structures in the district.</li> </ul>
<b>Threats and Opportunities</b>	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>West Third Street Historic District – Continued vacancy in the commercial area of the district.</li> <li>Paul Laurence Dunbar National Register Historic District – Crime and neglect threaten contributing resources.</li> </ul> <p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>West Third Street Historic District – Partnerships with Wright-Dunbar, Inc., and Aviation Trail, Inc., in redeveloping and interpreting structures that are presently unused.</li> <li>Paul Laurence Dunbar National Register Historic District – Opportunity to educate visitors about the neighborhood.</li> </ul>
<b>Data and/or GIS Needs</b>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>Planning Needs</b>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>Laws, Executive Orders, and Regulations That Apply to the OIRV, and NPS Policy-level Guidance</b>	<p><b>Laws, Executive Orders, and Regulations That Apply to the OIRV</b></p> <ul style="list-style-type: none"> <li>National Historic Preservation Act of 1966, as amended (54 USC 300101 et seq.)</li> <li>“Protection of Historic Properties” (36 CFR 800)</li> <li>Secretarial Order 3289, “Addressing the Impacts of Climate Change on America’s Water, Land, and Other Natural and Cultural Resources”</li> </ul> <p><b>NPS Policy-level Guidance (NPS <i>Management Policies 2006</i> and Director’s Orders)</b></p> <ul style="list-style-type: none"> <li>NPS <i>Natural Resource Management Reference Manual 77</i></li> <li>NPS <i>Management Policies 2006</i> (chapter 5) “Cultural Resource Management”</li> <li>Director’s Order 28: <i>Cultural Resource Management</i></li> <li>NPS <i>Management Policies 2006</i> (§4.1.4) “Partnerships”</li> <li><i>The Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation</i></li> </ul>





Other Important Resource or Value	Threatened and Endangered Species
<b>Current Conditions and Trends</b>	<b>Conditions</b> <ul style="list-style-type: none"> <li>Indiana bat, Massasauga rattlesnake, northern long-eared bat (a candidate species), and possibly other listed species are potentially present at Huffman Prairie Flying Field.</li> <li>Huffman Prairie Flying Field's habitat can be characterized as a relatively treeless plant community dominated by grasses, forbs, and shrubs. The field is mowed only as needed for bird control, habitat modification, or to eliminate fire hazards.</li> <li>The U.S. Air Force is responsible for compliance with the Endangered Species Act when taking actions that might impact habitat at Huffman Prairie Flying Field.</li> </ul> <b>Trends</b> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>Threats and Opportunities</b>	<b>Threats</b> <ul style="list-style-type: none"> <li>Projected increase in mean annual temperature, large storms, and extreme temperature events due to climate change may threaten species of concern.</li> </ul> <b>Opportunities</b> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>Data and/or GIS Needs</b>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>Planning Needs</b>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>Laws, Executive Orders, and Regulations That Apply to the OIRV, and NPS Policy-level Guidance</b>	<b>Laws, Executive Orders, and Regulations That Apply to the OIRV</b> <ul style="list-style-type: none"> <li>Endangered Species Act of 1973, as amended</li> <li>Secretarial Order 3289, "Addressing the Impacts of Climate Change on America's Water, Land, and Other Natural and Cultural Resources"</li> </ul> <b>NPS Policy-level Guidance (NPS Management Policies 2006 and Director's Orders)</b> <ul style="list-style-type: none"> <li>NPS-75 Natural Resources Inventory and Monitoring Guideline</li> <li>NPS Natural Resource Management Reference Manual 77</li> <li>NPS Management Policies 2006 (§1.6) "Cooperative Conservation Beyond Park Boundaries"</li> <li>NPS Management Policies 2006 (§4.1.4) "Partnerships"</li> </ul>

Other Important Resource or Value	Trail Connections
<b>Current Conditions and Trends</b>	<b>Conditions</b> <ul style="list-style-type: none"> <li>Huffman Prairie Trail is a paved bike trail that connects to Huffman Prairie Flying Field.</li> <li>Connections to other Miami Valley bike trails occur near Dayton Aviation Heritage National Historical Park units.</li> <li>The city of Dayton is a "Trail Town" on the North Country National Scenic Trail, although the trail is not in proximity to park boundaries.</li> </ul> <b>Trends</b> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>Threats and Opportunities</b>	<b>Threats</b> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <b>Opportunities</b> <ul style="list-style-type: none"> <li>Opportunity to increase visitor awareness of trail connections.</li> <li>Opportunity to attract trail users to park sites.</li> </ul>
<b>Data and/or GIS Needs</b>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>Planning Needs</b>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>Laws, Executive Orders, and Regulations That Apply to the OIRV, and NPS Policy-level Guidance</b>	<b>Laws, Executive Orders, and Regulations That Apply to the OIRV</b> <ul style="list-style-type: none"> <li>None identified</li> </ul> <b>NPS Policy-level Guidance (NPS <i>Management Policies 2006</i> and Director's Orders)</b> <ul style="list-style-type: none"> <li>NPS <i>Management Policies 2006</i> (§4.1.4) "Partnerships"</li> </ul>



## Identification of Key Issues and Associated Planning and Data Needs

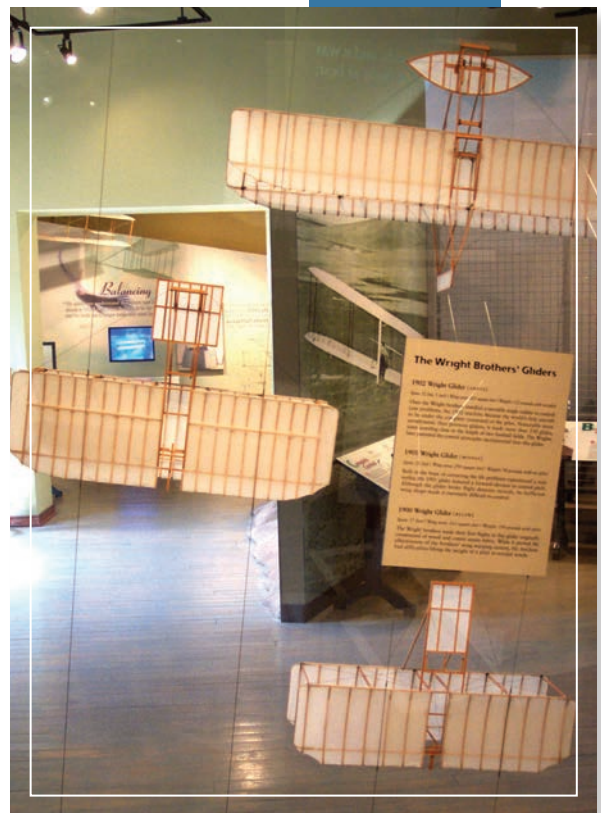
This section considers key issues to be addressed in planning and management and therefore takes a broader view over the primary focus of part 1. A key issue focuses on a question that is important for a park. Key issues often raise questions regarding park purpose and significance and fundamental and other important resources and values. For example, a key issue may pertain to the potential for a fundamental or other important resource or value in a park to be detrimentally affected by discretionary management decisions. A key issue may also address crucial questions not directly related to purpose and significance, but still indirectly affects them. Usually, a key issue is one that a future planning effort or data collection needs to address and requires a decision by NPS managers.

The following are key issues for Dayton Aviation Heritage National Historical Park and the associated planning and data needs to address them:

- Maintenance and Lack of a Maintenance Facility.** The current maintenance building provided by the City of Dayton is inadequate for park needs and does not meet safety requirements. The park does not want to invest in the city's building since there is no guarantee that the park can continue to use the building and investment in city-owned property would run counter to NPS policies and priorities. The current building is electric only, no plumbing, eye wash, toilet, heating system, etc. No work can be done there in winter, and thus the park is unable to do year-round preventive maintenance. The park's existing guidance documents barely touch on the issue of the maintenance facility. A new park maintenance facility would enable maintenance staff to operate safely year-round. A site study for a potential location for this facility is needed, and if constructing a maintenance facility is found to be desirable, a development concept plan is needed.

Maintenance needs are mostly in the Wright Cycle Company / Visitor Center area, but there are occasional needs to do work for other areas. There are numerous issues at the visitor center building that require attention. There has also been a decrease in the park's maintenance staff over time, even while new areas have been added to the park boundary. In addition, Dayton Aviation Heritage National Historical Park is currently responsible for many maintenance activities at the newly-designated Charles Young Buffalo Soldiers National Monument, thus stretching maintenance staff ever further.

- Expanding Responsibilities and Need for a Long-Term Strategy.** As a partnership park, Dayton Aviation Heritage National Historical Park is called upon to assume duties at the units of the park and outside the park. The national historical park has expanded in recent years, and it is possible that direct responsibilities and responsibilities to partners will continue to grow. Because the sideboards of the park's thematic and geographic interests have not been precisely defined, there is the potential for the park to take on more responsibilities. A historic resource study about the history of aviation in the Miami Valley would identify thematic and chronological constraints for park involvement. A vision should be identified for the fully developed state of the park. A vision for the fully developed state of the park, if there is an end-state, should be developed. A general management plan amendment developed with partners and the public would articulate a long-term vision and define the roles and responsibilities of the National Park Service and partners.



- **The Future of the Wright Company Factory and Hawthorn Hill.** On March 30, 2009, Public Law 111-11 modified the boundaries of the park to include the Wright Company factory site and Hawthorn Hill. Neither site is included in comprehensive planning documents. The park and partners need direction on how to move forward from an operational and interpretive standpoint at both sites and need to understand how they would fit into the operations and interpretation of the park as a whole. A general management plan amendment process is needed to set forth long-term, comprehensive guidance.

In 2007, an NPS study concluded that the Wright Company factory meets the criteria for significance and feasibility; however, the site would be a feasible addition to the boundary of the park only if a partner were to step forward to shoulder the costs of site development. No formal partner has yet been identified. Though now part of the park boundary, the factory is still owned by a brownfield developer, and its ultimate ownership is uncertain. Five buildings on the site are significant, but they are in poor condition and there is no plan in place for rehabilitation, use of the space, or interpretation. The National Aviation Heritage Alliance periodically gives hardhat tours of the factory buildings. The fiscal year 2017 proposed NPS budget has justification for land acquisition at the Wright Company factory and is ranked eighth servicewide for land acquisition. There is an overall need for the National Park Service and partners to identify development partners, potential uses, and sources of funding for the Wright Company factory. A historic structures report and cultural landscape report would identify issues and guide the park and partners in developing the site.

Hawthorn Hill is owned and operated by Dayton History. To avoid potential policy conflicts, the National Park Service will provide financial assistance for costs associated with preservation and public visitation. This assistance is provided through an existing cooperative agreement with Dayton History. The amount of funding the National Park Service can give through its grant-making authority is limited by existing funding responsibilities and fluctuates yearly. National Park Service financial assistance has been provided for stabilization and improvement. There has been no funding for planning, restoration, or operation of the site. A historic furnishings report has been completed. A historic structures report and cultural landscape report are needed to guide improvements and maintenance.

## Planning and Data Needs

To maintain connection to the core elements of the foundation and the importance of these core foundation elements, the planning and data needs listed here are directly related to protecting fundamental resources and values, park significance, and park purpose, as well as addressing key issues. To successfully undertake a planning effort, information from sources such as inventories, studies, research activities, and analyses may be required to provide adequate knowledge of park resources and visitor information. Such information sources have been identified as data needs. Geospatial mapping tasks and products are included in data needs.

Items considered of the utmost importance were identified as high priority, and other items identified, but not rising to the level of high priority, were listed as either medium- or low-priority needs. These priorities inform park management efforts to secure funding and support for planning projects.

Planning Needs – Where A Decision-Making Process Is Needed			
Related to an FRV or Key Issue?	Planning Needs	Priority (H, M, L)	Notes
FRV, Key Issue	General management plan amendment	H	Needed to determine the role Hawthorn Hill and Wright Company factory site play in the park from interpretive and operational standpoints. Needed to establish a long-term vision for the park and the division of responsibilities between the park and partners.
FRV	Long-range interpretive plan	H	Current interpretation plan is from 1997 and does not include sites since added to the park (Hawthorn Hill, Wright Company factory). Projected completion in 2017.
FRV, Key Issue	Historic structure report for Wright Company factory site	H	
FRV, Key Issue	Cultural landscape report for Wright Company factory site	H	
FRV, Key Issue	Development concept plan for a new maintenance building	H	Current maintenance space is provided by the City of Dayton, but does not meet safety needs. Maintenance is mostly needed to serve the Cycle/Hoover area, but staff and equipment have to go farther away for certain things. Study is needed to determine location, maintenance space needs, and the most efficient and effective way to meet them, e.g., lease versus ownership. This study should develop alternatives.
FRV	Planning for World Heritage designation	M	World Heritage nomination will require a joint management agreement – this needs to be developed. Ensuring consistency in signage and interpretation, which stories told where, etc.
FRV	Historic structure report for Paul Laurence Dunbar State Memorial	M	
FRV	Cultural landscape report for Paul Laurence Dunbar State Memorial	M	
FRV, Key Issue	Historic structure report for Hawthorn Hill	M	
FRV, Key Issue	Cultural landscape report for Hawthorn Hill	M	
Key Issue	Maintenance plan for the visitor center	M	The visitor center has issues with heating, ventilation, and air-conditioning (HVAC) systems, faulty wiring, and other systems. A maintenance plan is needed for areas that need investment to correct problems and issues that will be dealt with through ongoing troubleshooting.
FRV	Accessibility plan for exhibits	M	
FRV	Transportation plan	L	Potential for a shuttle system to less visited sites in the park. Hawthorn Hill and Paul Laurence Dunbar State Memorial have similar attendance figures over the course of a year. Might help with visitor safety.
FRV	Integrated pest management plan for museum spaces	L	This plan would address NPS-managed spaces: the Wright-Dunbar Interpretive Center, Wright Cycle Company building, and Huffman Prairie Flying Field Interpretive Center.
FRV	Collection management plan	L	

Data Needs – Where Information Is Needed Before Decisions Can Be Made			
Related to an FRV or Key Issue?	Data and GIS Needs	Priority (H, M, L)	Notes
FRV	Visitor use study for Paul Laurence Dunbar State Memorial	M	Half of visitation at Dunbar comes from school groups.
FRV	Security survey	M	
FRV	Fire protection survey	M	
FRV	Energy audit for the visitor center	L	There are many LEED improvements that could be made – relates to National Park Service overall sustainability initiatives.
FRV	Archeological and geophysical survey of the Huffman Prairie Flying Field	L	
FRV	Archeological assessment of the fourth Wright Cycle Company Building property	L	
FRV	Archeological assessment of the Paul Laurence Dunbar State Memorial	L	
FRV, Key Issue	Historic resource study of aviation in Ohio's Miami Valley	L	This document is needed, both to better understand resources in the Dayton area and to put some thematic sidebars and maybe date sidebars on the park's involvement. (Listed in PMIS – project 38900, Historic Resource Study of Aviation in Ohio's Miami Valley.)



## Part 3: Contributors

### Dayton Aviation Heritage National Historical Park

Dean Alexander, Superintendent

Nicholas Georgeff, Management Assistant

Jewel Haskins, Chief of Interpretation

Edward Roach, Historian

Robert Stemple, Chief of Facilities and Maintenance

### NPS Midwest Region

Natalie Franz, Project Manager

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### Other NPS Staff

Arlene Jackson, Chief of Interpretation, Ulysses S. Grant National Historic Site

John Paul Jones, Visual Information Specialist, Denver Service Center, Planning Division

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Robert Parker, former Acting Superintendent, Charles Young Buffalo Soldiers National Monument and William Howard Taft National Historic Site

### Partners

Erin Bartlett, Ohio History Connection

Marvin Christian, Aviation Trail, Inc.

Alex Heckman, Dayton History

Brady Kress, Dayton History

Tony Sculimbrene, National Aviation Heritage Alliance

## Appendixes

### Appendix A: Enabling Legislation and Legislative Acts for Dayton Aviation Heritage National Historical Park

PUBLIC LAW 102-419—OCT. 16, 1992

106 STAT. 2141

Public Law 102-419  
102d Congress

#### **TITLE I—DAYTON AVIATION HERITAGE NATIONAL HISTORICAL PARK**

**SEC. 101. ESTABLISHMENT OF THE DAYTON AVIATION HERITAGE NATIONAL HISTORICAL PARK.** 16 USC 410ww.

(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.

106 STAT. 2142

PUBLIC LAW 102-419—OCT. 16, 1992

16 USC  
410ww-1.**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.

16 USC  
410ww-2.**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.

16 USC  
410ww-3.**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.

Reports.

16 USC  
410ww-4.**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.**

16 USC  
410ww-5.

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.**

16 USC  
410ww-6.

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.**

16 USC  
410ww-7.

(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.**

16 USC  
410ww-8.

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.

106 STAT. 2144

PUBLIC LAW 102-419—OCT. 16, 1992

## TITLE II—DAYTON AVIATION HERITAGE COMMISSION

16 USC  
410ww-21.

### 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.**

16 USC  
410ww-22.

(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;

106 STAT. 2146

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(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

16 USC  
410ww-23.

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.**

16 USC  
410ww-24.

(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.

#### **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.

Approved October 16, 1992.

PUBLIC LAW 106-356—OCT. 24, 2000

114 STAT. 1391

Public Law 106-356  
106th Congress

An Act

To amend the Dayton Aviation Heritage Preservation Act of 1992 to clarify the areas included in the Dayton Aviation Heritage National Historical Park and to authorize appropriations for that park.

Oct. 24, 2000

[H.R. 5036]

*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 Amendments Act of 2000”.

**SEC. 2. REVISION OF DAYTON AVIATION HERITAGE PRESERVATION ACT OF 1992.**

(a) **AREAS INCLUDED IN PARK.**—Section 101(b) of the Dayton Aviation Heritage Preservation Act of 1992 (16 U.S.C. 410ww(b)) is amended to read as follows:

“(b) **AREAS INCLUDED.**—The park shall consist of the following sites, as generally depicted on a map entitled ‘Dayton Aviation Heritage National Historical Park’, numbered 362–80,010 and dated September 1, 2000:

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

“(2) The Setzer building property (also known as the Aviation Trail building property), Dayton, Ohio.

“(3) The residential properties at 26 South Williams Street and at 30 South Williams Street, Dayton, Ohio.

“(4) Huffman Prairie Flying Field, located at Wright-Patterson Air Force Base, Ohio.

“(5) The Wright 1905 Flyer III and Wright Hall, including constructed additions and attached structures, known collectively as the John W. Berry, Sr. Wright Brothers Aviation Center, Dayton, Ohio.

“(6) The Paul Laurence Dunbar State Memorial, Dayton, Ohio.”.

(b) **AUTHORIZATION OF APPROPRIATIONS.**—Section 109 of such Act (16 U.S.C. 410ww-8) is amended by striking the colon after “title” and all that follows through the end of the sentence and inserting a period.

(c) **TECHNICAL CORRECTION.**—Section 107 of such Act (16 U.S.C. 410ww-6) is amended by striking “Secretary of Interior” and inserting “Secretary of the Interior”.

Approved October 24, 2000.

Dayton Aviation  
Heritage  
Preservation  
Amendments Act  
of 2000.  
Ohio  
16 USC 410ww  
note.

**SEC. 7117. DAYTON AVIATION HERITAGE NATIONAL HISTORICAL PARK, OHIO.**

(a) **ADDITIONAL AREAS INCLUDED IN PARK.**—Section 101 of the Dayton Aviation Heritage Preservation Act of 1992 (16 U.S.C. 410ww, et seq.) is amended by adding at the end the following:

“(c) **ADDITIONAL SITES.**—In addition to the sites described in subsection (b), the park shall consist of the following sites, as generally depicted on a map titled ‘Dayton Aviation Heritage National Historical Park’, numbered 362/80,013 and dated May 2008:

“(1) Hawthorn Hill, Oakwood, Ohio.

“(2) The Wright Company factory and associated land and buildings, Dayton, Ohio.”.

(b) **PROTECTION OF HISTORIC PROPERTIES.**—Section 102 of the Dayton Aviation Heritage Preservation Act of 1992 (16 U.S.C. 410ww-1) is amended—

(1) in subsection (a), by inserting “Hawthorn Hill, the Wright Company factory,” after “acquire”;

(2) in subsection (b), by striking “Such agreements” and inserting:

“(d) **CONDITIONS.**—Cooperative agreements under this section”;

(3) by inserting before subsection (d) (as added by paragraph 2) the following:

“(c) **COOPERATIVE AGREEMENTS.**—The Secretary is authorized to enter into a cooperative agreement with a partner or partners, including the Wright Family Foundation, to operate and provide programming for Hawthorn Hill and charge reasonable fees notwithstanding any other provision of law, which may be used to defray the costs of park operation and programming.”; and

(4) by striking “Commission” and inserting “Aviation Heritage Foundation”.

(c) **GRANT ASSISTANCE.**—The Dayton Aviation Heritage Preservation Act of 1992, is amended—

(1) by redesignating subsection (b) of section 108 as subsection (c); and

(2) by inserting after subsection (a) of section 108 the following new subsection:

“(b) **GRANT ASSISTANCE.**—The Secretary is authorized to make grants to the parks’ partners, including the Aviation Trail, Inc., the Ohio Historical Society, and Dayton History, for projects not requiring Federal involvement other than providing financial assistance, subject to the availability of appropriations in advance identifying the specific partner grantee and the specific project. Projects funded through these grants shall be limited to construction and development on non-Federal property within the boundaries of the park. Any project funded by such a grant shall support the purposes of the park, shall be consistent with the park’s general management plan, and shall enhance public use and enjoyment of the park.”.

(d) **NATIONAL AVIATION HERITAGE AREA.**—Title V of division J of the Consolidated Appropriations Act, 2005 (16 U.S.C. 461 note; Public Law 108-447), is amended—

(1) in section 503(3), by striking “104” and inserting “504”;

(2) in section 503(4), by striking “106” and inserting “506”;

(3) in section 504, by striking subsection (b)(2) and by redesignating subsection (b)(3) as subsection (b)(2); and

(4) in section 505(b)(1), by striking “106” and inserting “506”.

## Appendix B: Inventory of Administrative Commitments

Name	Agreement Type	Start – Exp. Date	Stakeholders	Purpose
Memorandum of agreement for management and operation of Huffman Prairie Flying Field Interpretive Center and Huffman Prairie Flying Field	Memorandum of agreement	FY 2012 – Next review is FY 2018	U.S. Air Force	Wright Brothers Hill, which is referred to in section 105(e) of the establishing legislation, is outside the national park boundary, but within Wright-Patterson Air Force Base. The National Park Service and U.S. Air Force developed a memorandum of agreement, which provides guidance for management and operation of Huffman Prairie Flying Field Interpretive Center and Huffman Prairie Flying Field. (Note: This document is renegotiated on a scheduled basis WPAFB MOA WP-508)
Property development and utilization agreement	Cooperative agreement	4/13/01 – Next review FY 2021	Aviation Trail, Inc. (ATI)	The mutual intent of these organizations (NPS and ATI) would be served by the enhancement of public access and education through the design and installation of interpretive media for the Aviation Trail building. (Note: #1443PDUA629501001)
Memorandum of agreement for management and operation of NPS units owned or managed by Dayton History	Cooperative agreement	FY 2016 – Next review FY 2019	Dayton History	This agreement is for the purpose of supporting preservation, development, operation, and use, and interpretation at the John W. Berry Sr. Wright Brothers Aviation Center at Dayton History's Carillon Historical Park, Paul Laurence Dunbar State Memorial, and Hawthorn Hill.
Right-of-entry agreement with the City of Dayton	Right-of-entry agreement	10/22/13 – Next review 12/31/18	City of Dayton	Agreement with the City of Dayton for park maintenance building.
Cooperative agreement with the Aviation Heritage Foundation, Inc. (now known as the National Aviation Heritage Alliance)	Cooperative agreement	3/22/05 – Sunset 12/7/19	National Aviation Heritage Alliance	The purpose and objectives of the National Aviation Heritage (Alliance) Area are to: (1) encourage and facilitate collaboration to promote heritage tourism and to develop educational and cultural programs; (2) preserve and interpret for the educational and inspirational benefit of present and future generations the unique and significant contributions to our national heritage of sites in the National Aviation Heritage Area; (3) encourage within the National Aviation Heritage Area a broad range of economic opportunities enhancing the quality of life for present and future generations; and; (4) provide a management framework to assist the State of Ohio, its political subdivisions, other areas, and private organizations, or combinations thereof, in preparing and implementing an integrated management plan. (Note: #1443CA629505001)

## Appendix C: Past and Ongoing Park Planning and Data Collection Efforts

Data or Planning Document	Year
Administrative history.	2017
Ongoing research on parks from a Gilded Age / Progressive Era perspective.	
Ongoing data collection "Air Quality Conditions & Trends by NPS Units: For Dayton Aviation Heritage National Historical Park." National Park Service. Denver, CO.	
Museum housekeeping plan.	2016
Historic Furnishings Report: "Hawthorn Hill, A Furnishings History and Recommended Plan." Oakwood, OH.	2010
Grassick, M. "Historic Furnishings Report: Print Shop." Dayton, OH.	2007
Stynes, D. J. <i>Impacts of Visitor Spending on the Local Economy: Dayton Aviation Heritage National Historical Park</i> , 2004. East Lansing, MI.	2006
Historic Structure Report: "Wright Hall Carillon Historical Park." Ann Arbor, MI.	2006
Historic Furnishings Report: "Print Shop, Hoover Block." Dayton, OH.	2006
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## Appendix D: Related Resources

Related resources are part of the broader context or setting in which park resources exist; represent a thematic connection that would enhance the experience of visitors; or have close associations with park fundamental resources and the purpose of the park. Related resources represent a connection with the park that often reflects an area of mutual benefit or interest and collaboration between the park and owner/stakeholder. The park does not own or manage the related resources.

They can be cultural, encompassing sites, structures, landscapes, archeological resources, or collections beyond the park's legislative boundary; or natural, relating for example to the ecological systems that transcend park boundaries, or to segments of a river upstream from the park boundary, or to key habitat that serves a resident animal population in the park. Resources in a potential boundary adjustment area are candidates for the category of related resources.

Related resources for Dayton Aviation Heritage National Historical Park include:

- **Wright Brothers collections held by other institutions, including:**
  - Wright State University
  - Library of Congress
  - Henry Ford Museum
  - National Air and Space Museum
  - Wright Brothers National Memorial (North Carolina)
  - Museum of Flight (Seattle, Washington)
- **National Aviation Heritage Area.** The National Aviation Heritage Area is guided by the National Aviation Heritage Alliance, a private, nonprofit corporation designated by Congress as the management entity of the heritage area. The organization seeks to conserve, interpret, develop, and promote the historic resources of the National Aviation Heritage Area. The National Aviation Heritage Area encompasses an eight-county area in Ohio (Montgomery, Greene, Miami, Clark, Warren, Champaign, Shelby, and Auglaize). Partners of the National Aviation Heritage Area include:
  - Air Camp
  - Armstrong Air and Space Museum
  - Aviation Trail, Inc. Visitor Center and Museum
  - Dayton History
  - Greene County Historical Society
  - Historic Grimes Field
  - Historic WACO Field
  - Historic Woodland Cemetery and Arboretum
  - National Aviation Hall of Fame
  - National Museum of the United States Air Force
  - The Wright B Flyer
  - Vectren Dayton Air Show
  - Wright Family Foundation
  - Wright Image Group
  - Wright State University – Wright Archives



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**Midwest Region Foundation Document Recommendation  
Dayton Aviation Heritage National Historical Park**

December 2016

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This Foundation Document has been prepared as a collaborative effort between park and regional staff and is recommended for approval by the Midwest Regional Director.



12/20/16

RECOMMENDED

Dean Alexander, Superintendent, Dayton Aviation Heritage National Historical Park

Date



1/5/17

APPROVED

Cameron H. Sholly, Regional Director, Midwest Region

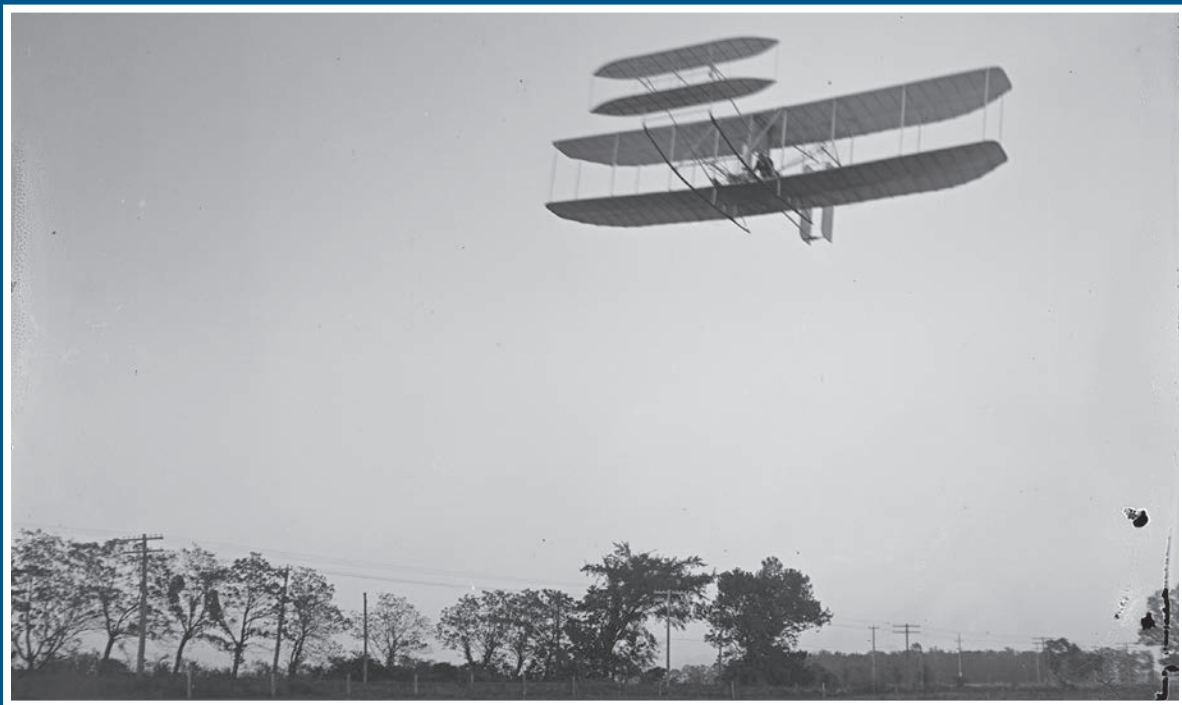
Date



As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historic places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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