February 6, 1925

Mr. Godfrey L. Cabot, President,  
National Aeronautic Association,  
1623 H Street, NW.,  
Washington, D. C.

Dear Mr. Cabot:

I have your letter of February 3rd in regard to the naming of a sub-committee to draft rules and regulations governing contestants for the Tichenor prize.

As it will be necessary for the members yo get together to formulate the draft, I name the following for the committee: Mr. Shaw, Dr. Willis R. Gregg and Mr. Schory.

Very truly yours,  
[signed] Orville Wright  

[stamped]

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February 12, 1925.

Mr. B. Russell Shaw,
National Aeronautic Association,
1623 H Street,
Washington, D.C.

Dear Mr. Shaw:

I had a letter several days ago from Mr. Cabot asking for the names of the committee to draw up the regulations for the Tichenor prize. You probably have these names already, but if by any chance you have not, I will say that I named you, Dr. Willis Gregg and Mr. Sahory. If the other members have not been notified already of their appointment will you please take care of notifying them?

My recollection is that it was the concensus of opinion of our Contest Committee that the regulations for the prize should cover the following points: The prize is to be awarded to the individual in America whose achievement during the year is considered by the awarding committee to be the greatest contributing to the advancements of aviation. The prize can be awarded for an invention, for a preeminent development in engineering or for an outstanding performance of flight. The prize is to be awarded to a single individual and not to a group or company. No individual can be considered as a contestant for the prize who has been assisted in his achievement by any department of the United States Government either financially or through the use of its equipment. Assistance from companies or organizations other than governmental shall not constitute a disqualification.

Very truly yours,

Orville Wright

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To the Editor:

Dear Sir:

At the Aeronautic Congress in Detroit last October the National Aeronautic Association of U. S. A. was organized. Delegates from all parts of the country to the number of 350 were present. The New England states were represented by ten delegates and the Pacific coast states by eleven; which indicates the nation-wide character of both interest and representation. Prior to the time of the formation of this Association there was no organization in America which adequately represented the aeronautic interests of our country as a whole. Many of the larger cities had aero clubs; but none of these was free from local interests.

The National Aeronautic Association of U. S. A. was founded to foster, encourage and advance the science of aeronautics and all kindred and allied sciences, and to organize into a patriotic body "without capital stock and not for profit" the national sentiment supporting a comprehensive, definite and orderly commercial and military-naval aeronautic program. It is well recognized that the security of our country depends upon an air program that shall keep abreast of our economic and national activities.

A nation-wide campaign for membership is to be inaugurated during the coming month of May. We feel confident you will do all you can to help in this campaign so that the National Aeronautic Association, through your support, may fulfill its promise to promote aviation, a branch of science of vital importance to the national security and welfare.

This Association is controlled by no financial or commercial interests. It represents the aeronautical interests of our people as a whole. I would not feel free to ask your support to this organization, if this were not so. I myself have no financial interests whatever in the industry, not even in the companies which bear my name.

Any support that you may give to this movement will be greatly appreciated, not only by myself, but by all who realize the importance of aeronautics in our national progress.

Very truly yours,

[signed] Orville Wright [signed]
March 20, 1923.
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