

ENROLLED HOUSE  
RESOLUTION NO. 1034

By: Jackson, Armes, Auffet, Bailey, Banz, Benge, Billy, Blackwell, Brannon, Brown, Buck, Cannaday, Carey, Christian, Collins, Coody, Cooksey, Cox, Dank, Denney, Derby, DeWitt, Dorman, Duncan, Enns, Faught, Fields, Glenn, Hamilton, Harrison, Hickman, Hilliard, Holland, Hoskin, Inman, Jett, Johnson, Jones, Jordan, Joyner, Kern, Key, Kiesel, Kirby, Kouplen, Lamons, Liebmann, Luttrell, Martin (Scott), Martin (Steve), McAffrey, McCullough, McDaniel (Jeannie), McDaniel (Randy), McMullen, McNiel, McPeak, Miller, Moore, Morgan, Morrissette, Murphey, Nations, Nelson, Ortega, Osborn, Ownbey, Peters, Peterson, Pittman, Proctor, Pruett, Renegar, Reynolds, Richardson, Ritze, Roan, Rousselot, Sanders, Schwartz, Scott, Sears, Shannon, Shelton, Sherrer, Shoemake, Shumate, Smithson, Steele, Sullivan, Terrill, Thompson, Thomsen, Tibbs, Trebilcock, Walker, Watson, Wesselhoft, Williams, Wright (Harold) and Wright (John)

A Resolution honoring Charles E. Taylor as the Father of Aviation Maintenance and recognizing Charles E. Taylor as the Man Aviation History Almost Forgot; designating May 24, 2009, Aircraft Maintenance Technicians Day in the State of Oklahoma; and directing distribution.

WHEREAS, Charles Edward Taylor was born in a log cabin on the banks of the Sangamon River in Illinois on May 24, 1868. Quitting

school at the age of twelve, Charles Taylor went to work at a bindery where he became an expert with tools. In 1896, he opened his own tool shop in Dayton, Ohio; and

WHEREAS, in 1901, the Wright brothers convinced him to work for them in their bicycle shop. After an unsuccessful flight in a glider near Kitty Hawk, North Carolina, Charles Taylor built the Wright brothers a wind tunnel where various design problems could be solved; and

WHEREAS, Charles Taylor built a dependable four-cylinder, twelve-horsepower engine for the Wright brothers' plane. He also made all the metal parts for the airplane. The engine and highly ingenious test equipment Charles Taylor so carefully built for the Wrights were significant factors in making possible man's first successful powered flight; and

WHEREAS, after the first successful flight, the Wrights asked Charles Taylor to build a more powerful engine. The Wright brothers received permission to test their plane in a field called Huffman Prairie, near Dayton, Ohio, provided they didn't kill any cows. Working most of the time at Huffman Prairie, Charles Taylor became the world's first aircraft maintainer and airport manager. When the Wrights began airplane production, Charles Taylor was placed in charge of engine manufacture. He continued to assist the Wrights, going with Wilbur to the Hudson-Fulton Exposition in New York in 1910 and with Orville to Montgomery, Alabama, to establish a flying school; and

WHEREAS, Charles Taylor worked in Dayton until 1928, when he moved to California, where he worked in the tool room of North American Aviation. No one knew who he was. In 1937, he returned to Greenfield Village to restore the Wrights' bicycle shop and home and to build a replica of the first engine. He returned to California and worked making cartridge shells. Charles Taylor retired at age 77 and died at age 88 on January 30, 1956. He was buried in the Portal of Folded Wings Mausoleum dedicated to aviation pioneers, located in Valhalla Memorial Park, Los Angeles, California; and

WHEREAS, Charles Taylor never sought recognition for his work with the Wright brothers nor did anyone ever recognize his contributions. He was never in touch with important aviation personages nor was he ever invited to attend any of the big celebrations held in honor of the Wright brothers. It seems that if

anyone had ever thought much about him, they hadn't taken the time to find him; and

WHEREAS, the Charles Taylor "Master Mechanic" award recognizes aviation maintenance personnel who have at least fifty years of experience in the aviation industry. The Charles E. Taylor Memorial was unveiled on the campus of Wright State University on May 24, 2003, which is Charles Taylor's birthday and one hundred years after he made powered flight a reality. Today, more than three-quarters of the states have designated May 24 as "Aircraft Maintenance Technicians Day".

NOW, THEREFORE, BE IT RESOLVED BY THE HOUSE OF REPRESENTATIVES OF THE 1ST SESSION OF THE 52ND OKLAHOMA LEGISLATURE:

THAT the Oklahoma House of Representatives honors Charles E. Taylor as "The Father of Aviation Maintenance" and recognizes Charles E. Taylor as "The Man Aviation History Almost Forgot".

THAT the Oklahoma House of Representatives designates May 24, 2009, as "Aircraft Maintenance Technicians Day" in the State of Oklahoma.

THAT a copy of this resolution be distributed to the Aircraft Maintenance Technicians Association; the Federal Aviation Administration Mike Monroney Aeronautical Center; the curator of the Kirkpatrick Science and Air Space Museum at the Omniplex in Oklahoma City, Oklahoma; and the Charles E. Taylor Memorial at Wright State University.

Adopted by the House of Representatives the 6th day of May,  
2009.

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Presiding Officer of the House of  
Representatives