Wilbur Wright in the bicycle shop
Force balance system for the Wrights’ wind tunnel
Wright brothers’ camp at Kitty Hawk 1900
1900 glider as a kite
Wrights’ camp at Kitty Hawk 1901
Orville Wright with 1901 glider
Wilbur and Orville testing glider 1901
Wilbur Wright gliding 1901
Glider in flight 1901
The Wright brothers’ camp in rainy weather 1902
1902 glider as a kite
1902 glider as a kite
Dan Tate and Wilbur Wright
Launching the glider 1902
Gliding 1902
Wilbur Wright banking the 1902 glider
Wright brothers’ camp at Big Kill Devil Hill 1903
Assembling the 1903 Wright flyer
1903 Flyer  Its wings spanned more than 40 feet and drooped 10 inches at the tips. The world's first powered airplane, it was nevertheless merely a variation of the glider that preceded it.
Wright brothers’ camp 1903
Wrights’ 1903 plane
Damaged Wright Flyer, Dec. 14 1903
First flight, Dec. 17, 1903
Third flight Dec. 17, 1903
Damaged Wright plane after 4th flight, Dec. 17, 1903
Wright brothers’ camp at Big Kill Devil Hill 1903
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Wrights’ 1903 plane
Damaged Wright Flyer, Dec. 14 1903
First flight, Dec. 17, 1903
Third flight Dec. 17, 1903
Damaged Wright plane after 4th flight, Dec. 17, 1903
1904 Flyer  Experimenting, the Wrights decreased the wings' camber, shifted engine, gas tank, and radiator rearward, and used larger propellers.
19th flight at Huffman Prairie, 1904
1905 Flyer  Sturdier than its predecessors (it weighed 105 pounds more), it was the world’s first practical airplane. It had larger rudders and semi-circular surfaces between the planes of the elevator and was later modified so the pilot and a passenger could sit upright.
1905 Wright Flyer at Huffman Prairie
1907–1909
Model A
The Wrights built at least seven two-seat aircraft during this period and with them proved to the world that their airplanes could fly.
1907 Wright plane at Le Mans
1909
Military Flyer

The U.S. Army Signal Corps offered $25,000 for a craft that could fly 40 mph and carry two people and sufficient fuel for a trip of 125 miles. The Wrights demonstrated this model at Fort Myer, Virginia, in 1909. Orville flew an average speed of 42.5 mph on a 10-mile round trip, earning a bonus of $5,000 for the extra 2.5 mph and making the final purchase price $30,000.
Model A at Ft. Myers 1908
Lt. Selfridge and Orville Wright in Model A, Ft. Myers 1908
Lt. Selfridge and Orville Wright in Model A, Ft. Myers 1908
1909–1910 Model A-B  The 1909 aircraft became a testbed for the positioning of the elevator. The Wrights added a second elevator to the rear; for a time the airplane flew with both. Eventually, they removed the forward elevator.
1910 Model B  The Wrights settled on a standard design with a single elevator in the rear and wheels on the front of the skids. Triangular surfaces in front helped prevent sideslip in turns. The Model B’s gross weight: over 1,200 pounds.
1910 Model Ex  The single-seat biplane was slightly smaller than the standard Model B and was used for exhibition flying. It made history in 1911 when Calbraith Perry (Cal) Rodgers, sponsored by the company that manufactured the soft drink Vin Fiz, flew it across the United States. It took him 49 days.
1910 Model R  A single-seater built for racing, the "Roadster" was fast. One version, the "Baby Grand," with a span of only 21 feet and a 60-horsepower engine, flew almost 80 mph.
1912 Model C
With less cambered wings, a simplified control system, and forward vertical vanes replacing the Model B’s triangular blinkers, this aircraft was to be the new standard, but it was a handful for novice pilots.
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With less cambered wings, a simplified control system, and forward vertical vanes replacing the Model B’s triangular blinkers, this aircraft was to be the new standard, but it was a handful for novice pilots.
1912 Model D  Built for speed, the Model D had a 27-foot span, a six-cylinder engine, and the unfortunate tendency to nose over on landing.
1913 Model G Aerobat  The Wrights’ only flying boat was designed by Grover Loening under Orville Wright’s supervision. The hull was made of wood and covered with a metal alloy treated to prevent saltwater corrosion.
1913 Model E  The first Wright airplane with a single propeller, the Model E was especially suited to exhibition flying because it was easier than other models to dismantle and assemble.
1913 Model F

The first Wright model with a fuselage, the F started out with tractor propellers, but they were moved to the rear on the aircraft delivered to the Army in 1914.
1914 Model H  A continuously enclosed fuselage and the capability of carrying 1,000 pounds made the H attractive to the Army as either a bomber or a freighter. According to a 1916 British publication, Aeronautics, there was plenty of room in the “spacious cockpit for pilot and passenger and bombs.”
1915 Model HS
A smaller, faster version of the model H and the last Wright aircraft to use pusher propellers.
1915 Model K Ailerons appeared for the first time on this model as well as tractor propellers. A seaplane, it was sold to the U.S. Navy.
1916 Model L  The last Wright aircraft was a light scout, intended as an improvement of the Model D. By the time of its sale, Orville no longer directed the company.