THE OAM'S 1930 ANZANI LONGSTER

The Museum is very pleased to have as a display aircraft this interesting airplane. Its niche in Oregon aviation history has been firmly established and viewers will find this unique craft a real tribute to a pioneer Oregon aircraft designer, Les Long.

From his farm near Cornelius, Oregon, Les Long was known locally for his innovative ideas, particularly in the burgeoning electronics field, where he and his brother operated a radio store. But when flying struck his fancy, Les Long began a career in aviation which brought him national fame and recognition during the thirties.

A few early attempts at light aircraft design met with limited success, but the shoulder-wing design of the Anzani 'Longster' met with instant success. The 450-pound aircraft flew well with it's three-cylinder French Anzani engine of 35-horsepower. Plans were soon available in the 1930 FLYING & GLIDER MANUAL and aviation aircraft builders nationwide were quickly acquainted with the name of Les Long. There followed a succession of designs both for aircraft and one notable engine which propelled Les Long and Oregon to the forefront of amateur designed and built light aircraft. Oregon became the nation's leader and last bastion for the amateur flyer -- all stemming from the Anzani Longster's success.

The OAM's Longster was built as a class project at Lane Community College and was completed in 1984. It follows closely the original 1930 plans and is painted with the same scheme as shown in early photos of the original. Hazy recollections indicate the ship was yellow and black, as is this replica. The engine is very probably the same engine used on the original and has been in L.C.C.'s collection for 45 years.

Our Anzani Longster has been displayed at several airshow/fly-ins over the past few years and attracts quite a crowd everywhere it goes.

The Longster awaits the day it can be on permanent display in a place of prominence in the OAM's new museum building. The Anzani Longster -- a valuable part of our Oregon aviation heritage.
with us in bringing to fruition the goal of establishing a museum in which to preserve our state's rich aviation heritage? Will you help us insure that the contributions of our aviation and space pioneers will not be lost to future generations?

To quote Governor Neil Goldschmidt when he was informed of our plans for an aviation museum, "Over and over again I am reminded of one of the Oregon traits that makes me proudest of the state—the initiative shown by citizens who want to make things happen. The Oregon Aviation Museum is a model example of this initiative."

We will have a public facility devoted exclusively to the preservation, display and restoration of examples of our state's aviation history. Because we are Oregonians and Oregonians make things happen!

Carol Skinner, President
Board of Directors

* * * * * * * * *

MUSEUM FLIES IN A BOX

How many of you WWII types remember the first time you got air sick? Was it a spin in a yellow peril?...or upside down when you fell out of a loop? or maybe that early morning stall practice after some "bad ice" at the local pub. Well, Those who got as far as instrument training will never forget how black it was inside that inimitable Link Trainer...the yellow peril in a box. You may be able to re-live those great times because the Museum has been given a working example of the famous Link!

Our benefactor is Don Miller of Portland, who acquired the Link several years ago and gave it to Benson High School for their aviation tech program. A change in program and other needs for space gave Don the opportunity to offer the trainer to the Museum. Malcolm Buffum and Elwood Hedberg, Museum Directors, have it in storage for the present and both are reading the manual and making plans for some refurbishing this fall.
DURING THE FIRST WEEK OF MAY, MUSEUM BROCHURES WERE MAILED TO ALL PILOTS REGISTERED WITH THE OREGON AERONAUTICS DIVISION. LISTED BELOW ARE THE NAMES OF MUSEUM MEMBERS SO FAR.

**Patron - $500 and Up**
Ray & Floy Costello
Rosemarie Dunden

**Lifetime - $250**
Malcolm Buffum
Walt Dunden
Al Grell
Dolores Grell
Wilbur Heath
Elwood Hedberg
Wilfred Holce
John Miner
Carol Skinner
Hal Skinner
Daniel Streimer
Tim Talen

**Associate Family - $25**
Ronald & Margaret Bartley
Jay & Nora Beck
Ronald Ebel
Carl Falk
Robert Ferguson
Percy Freeman, Jr.
James Golden
Ed Lorr
Robert O’Renick
Joseph Ricks
Ron & Sue Salvo
Don & Barbara Shaw
Ronald C. Short
Darrell Taylor
Dixon Van Ausdell

**Associate Individual - continued**
Robert Hall
Patrick Henry
Merle Hennigh
Bob Hollowell
Emery Ingham
Lloyd Jones
Frank Lamothe
John Lorence
Fred Matica
Fergus O’Scanlain
Earlan Perry
Leonard Rydell
J. Richard Smith
Isabel Van Lom

Membership cards will be printed soon and they will be mailed to all members.

* * * * * * * * *

SEVERAL GROUPS AND INDIVIDUALS HAVE ALSO CONTRIBUTED MONEY, MATERIALS OR ARTIFACTS. THEY ARE LISTED BELOW.

Air Power Museum
Lloyd Amacher
Bill Barrett
James Bean, Jr.
Blue Mountain Medical Association
EAA Chapter 31
Shirley Eyerly
Garry B. Hawkins
Judith Hedberg Duff
Donald Larson
Don Lutes
Don Miller
Oregon Antique & Classic Aircraft Club
John Patton
Christine Long Plunkett
Robertson/Sherwood, PC, Architects
Len Tarantola
Val Avionics, Ltd.

**Associate Individual $10**
Allen Alsing
Harold Blank
Max Bibby
Larry Brooks
Blanche Osborn Bross
Dorothy Virginia Collier
Robert Cook
Richard Cowan
Melvin Deegan
Richard Dickinson
Dick Fronczak
Paul Gehlar
William Gerst
MUSEUM DISPLAY AT CORVALLIS AIR FAIR

* The Museum will have a display at the Corvallis OPA Chapter's Air Fair on Saturday, July 23. The Longster will be displayed and buttons, windsocks and possibly tee shirts will be on sale. Directors will also be available to answer questions and chat informally about the Museum. Please come up and introduce yourself to one of the Directors.

WATCH FOR A COMPLETE LIST OF ALL OAM'S ACQUISITIONS IN THE NEXT ISSUE OF THE NEWSLETTER.

NOTE: This is the first Museum newsletter and it has been compiled, typed and mailed by the Board of Directors. Hopefully, someone with more expertise in this area will volunteer as news editor, but the Directors felt initial contact with the members was more important than a professional newsletter. Tentative plans are to publish a newsletter quarterly to keep members up to date on the progress of the Museum. If you would like to help, please contact the Board by mail and include a telephone number.