From air shows to world records
Dorothy Hester Stenzel did it all

They once called her Queen of the Clouds, Sally of the Sky Alley, Princess Kick-a-Hole-in-the-Sky, Queen of Thrills, and Aviation's Sweetheart. Dorothy Hester Stenzel took her first airplane ride in October, 1927. Seven years later she had left an indelible imprint on aviation history as well as two world records, one of which has remained on the books until this year.

By the time her first airplane ride was over, the 16-year-old Dorothy had decided that she wanted to learn to fly. She inquired about lessons at the flying school on Swan Island, operated by John G. "Tex" Rankin, and was told that "...well, sure they'd teach me, laughing up their sleeve - a girl!" She also learned that ground school alone would cost $250 and flying lessons were $25 and hour. However, her desire to fly was so strong that she accepted an offer from a pilot to do a parachute jump for $100. She made her first jump at the American Legion Convention in Medford.

"That first jump was the most horrible thing that's ever happened to me in my life," Stenzel exclaimed as she recently recounted the experience. "I was petrified!" The pilot circled 4-5 times trying to get her to jump. Then he took the fire extinguisher and "hit me on the knuckles." Suddenly she was falling and discovered that it was the "most wonderful feeling I've ever had in my life! The closest I will ever be to Heaven."

She made four more jumps at local air shows, earning enough money to pay for flying lessons. She enrolled at the Rankin School and after 8 1/2 hours of dual instruction, her teacher, Elrey Jeppesen, soloed her on September 27, 1928 in an AX5 Waco 10.

Rankin's policy was to fly with the male students after they had 10-15 hours of solo time. Dorothy signed up with the boys so Rankin had to fly with her.

Stenzel's natural ability, enthusiasm and skill quickly caught Rankin's attention. He became her mentor and started teaching her his aerobatic techniques. Although he wasn't sold on the idea of women pilots, he realized that a female aerobatic pilot would attract crowds and potential students to his Sunday airshows.

Each week Rankin taught her a new maneuver which she would perform the following Sunday.
"There was always a little piece in The Oregonian saying, 'Dorothy is going to try this, this Sunday,'" she said.

Stenzel drew the crowds so Rankin took her on a national air show circuit in the early 1930s which covered 38 states in 3 months. Such events were tremendously popular with the public, and she earned as much as $2000 a performance. Her parachute

Continued on page 4
Doug Pawly and Carroll Pope remembered

In the last year the aviation community has lost various members to sudden deaths, but we would like to pay special recognition to Doug Pawley of Eugene, and Carroll Pope of Rogue River. Both of these men were pilots who contributed a great deal to the world of aviation and are continuing to give through memorials that were set up at the family or friends request to the Oregon Aviation Museum. These memorials are now helping the Oregon Aviation Museum with their goal of aviation preservation, something that meant a great deal to both of them. The Oregon Aviation Museum wishes to express their thanks to all those who have contributed to these memorials and our sorrow at the loss.

We goofed!

In our last newsletter we mistakenly made it look like our executive director is Tex Rankin by placing photos of Tex Rankin next to the Director's Note. We apologize for this misrepresentation.

Calendar

September 9
The Vintage Festival
Vintage aircraft and cars, Oregon artists, antiques, gourmet food, fine wines at the Sportsman Air Park.
Airport Newberg, OR, 10 a.m. — 8 p.m.
Tickets available at G. I. Joe's or call Newberg Chamber of Commerce at (503) 538-2014.

September 29, 30 & Oct. 1
Eugene Celebration

September 30
Ashland Airport Day
8:00 a.m. — Civil Air Patrol Pancake Breakfast
9:30 – 5:00 — Blown engine rides, display aircraft and door prizes

October 7 & 8
Florence Fall Festival

October 7 & 8
Pearson Airpark
First anniversary — Saturday night hangar bash with food and entertainment. Aircraft display and fun for the weekend.

Last chance for a lifetime membership

To all of those interested in obtaining a lifetime membership, time is running out! We will no longer offer a lifetime membership as part of our membership menu after December 31, 1989. A lifetime membership is a real bargain, so hurry if you have been thinking about it and send back the membership form or call our office for more information. 942-9129.

Look for Walt's new book
Black Cats and Outside Loops
due out in October, 1989.

The O. A. M. Newsletter is published by the Oregon Aviation Museum administrative and membership office. Typesetting and design by the Cottage Grove Sentinel. Please send any comments to the Oregon Aviation Museum, 78636 Airport Rd., Cottage Grove, OR 97424. (503) 942-9129.
Museum gets beacon tower

Under blue skies and sunshine, approximately 500 people turned out to watch an extraordinary event at Cottage Grove Airport on July 22.

A sky crane, donated by Jack Erickson of Erickson Air Crane, Inc., Central Point, flew from the airport to pick up an airway beacon tower on a hill northwest of Cottage Grove. Guy Martin, pilot for Erickson, hooked the tower to the sky crane and transported it to the museum property at the airport. Spectators were thrilled as the sky crane came into view with the tower dangling by cable from below it. The crane quickly and gently lowered the tower onto the site where it will be restored.

Airway beacons were used in the 1920s to guide airmail pilots from Portland to Medford. They were placed at seven mile intervals along the mail route. As radio navigation took over, the Civil Aeronautics Administration (CAA), then Federal Aviation Agency (FAA), quit using the towers. They became the property of whoever owned the land on which they stood.

Relocation of the tower was the high point of Cottage Grove Airport and Museum Day. Throughout the day people came to look at, ride in and talk about airplanes. Antique, classic and homebuilt airplanes were on display throughout the day. Rides were available in a 1939 Travel Air, Cessna 172 and 182, and a J-3 Cub. Events also included radio controlled model airplane and helicopter demonstrations and sky diving.

A mini-museum, set up in a hangar, displayed artifacts and memorabilia which have been contributed to the museum. Items included a 1930s aerial camera, Link trainer, old flying magazines and handbooks, and a replica of the JN-4 Jenny.

The Oregon Aviation Museum extends a special thank you to Jack Erickson for his generous contribution of the sky crane and Guy Martin for his work in moving the tower.

A special thanks also to Clyde Bivens for his donation of the tower.

Many thanks to all of the volunteers who helped make the day a success. With generous donations like these, the museum will soon be a reality.
A Note from the Executive Director

It was a hectic summer for OAM

As you can see from the events published in our newsletter, The Oregon Aviation Museum has had a very busy summer. We have taken the Museum on the road by attending air shows, fairs, parades and producing our own fund raising events, like Cottage Grove Airport and Museum Day. The memory of this event still brings smiles to peoples faces. I thing this summer has been a successful one for the museum, more people have heard our name and in turn have started to see the benefit of an aviation museum for the State of Oregon.

Many of our members, volunteers and the Board of Trustees have certainly been pushed to provide time, energy and materials even when they didn’t think they could pull off one more event, they came through and staffed the Lane County Fair booth. We couldn’t be making the kind of progress we are without these dedicated individuals. My thanks to each of them. We will only become the kind of quality Museum we want to become by pushing ourselves and challenging ourselves to do better and better. For the Oregon Aviation Museum the next several years will stretch and extend our limits, but we must forge on to preserve what our accomplishments have been thus far. I encourage you to tell your friends about the museum. Get them to sign up as member. Our members are our foundation, as they grow so does our strength and a membership in the mail certainly gives an office volunteer the kind of encouragement that makes their time seem worth while.

Thank you to everyone that has helped this summer and keep up the good work.

Cynthia Bounds

Queen of the clouds

From page 1

jumps and hard work had paid off. She was being paid to do what she enjoyed most - flying.

Living up to her nicknames, the young woman went on to set world records. On May 15, 1931, at the Omaha Air Races in Nebraska, she set a world record for men and women by performing 56 inverted snap rolls. Two days later, she established a world record for women by doing 62 perfect outside loops. Both records were set using a Great Lakes biplane supplied by the manufacturer.

Snap rolls are a maneuver in which the pilot starts upside down and ends upside down. In an outside loop, the plane rolls backward in a circle on its back before coming up again with nose forward.

Outside loops are a difficult maneuver and place tremendous stress on the body. When asked how she was able to withstand the stress, Stenzel said it was because of her youth. “I was perfectly relaxed...I was enjoying it and I built up to it.” (her record). She spent many hours flying inverted, performing spins, figure eights and other aerobatics before setting her records.

After her record setting tour,

“That first jump was the most horrible thing that’s ever happened to me in my life. I was petrified!”

Stenzel returned to Portland to start her own flying school. She hoped to encourage more women to fly at a time when the field was dominated by men. She ran her school from 1932 to 1934. Then marriage ended her professional career at 24, but not her involvement with aviation.

In November, 1948, while a guest of Rear Admiral J.W. Reaves, Jr., Commandant of the Naval Air Training Command, Pensacola, Florida, Stenzel volunteered to become the first woman to take the Navy’s gravity test. A reading of 6 Gs (or six times the normal force of gravity) was considered “rough” by test pilots. However, Stenzel scored a reading of 6.3 without a pressure suit and 8.6 with a pressure suit.

In 1985, the Oregon Legislature honored Stenzel with a joint resolution “…for her courage, for her determination and her achievements in aviation, and for the example she sets all of us in the pursuit of excellence…”


Today, at 79, Stenzel is still active and divides her time between homes in Gresham and Ocean Park, WA and visiting her daughters and their families in Eastern Oregon. Although she gave up flying years ago, she has never lost her enthusiasm for the activity.
Malcolm Buffum wins Barrit Memorial Award

The Len Barrit Memorial Award, given to someone outside Klamath Falls EAA Chapter 411, was presented to OAM Trustee Malcolm Buffum at the 1989 Oregon EAA/Sport Aircraft Association Fly-In at Klamath Falls July 7-9. Buffum, who is president of the Oregon EAA/SAA organization also serves on the Oregon Aeronautics Division Advisory Committee and is past president of Beaverton EAA Chapter 105. Congratulations, Malcolm!

Look for our float in the Eugene Celebration parade September 30.

Yes...I want to help!

Name(s) ____________________________________________

Mailing Address _____________________________________

I wish to be a Museum contributor:

$1,000 □ $500 □ $100 □ $50 □ $10 □ $5 □ Other ______

I wish to become a Museum member:

$10 Annual Associate □ $25 Annual Family □ $50 Annual Sustaining □

$250 Lifetime □ $500 and up Patron □

Send to: Oregon Aviation Museum, Inc., 37788 Airport Road, Cottage Grove, OR 97424
New Members and Contributors

Lifetime:
Guy Martin, Eugene
Terry Brandt, Hood River
Peter Stack, Portland

Family:
Lee Shortt, Portland
Tom & Carol MacDougall, Depot Bay
Marion E. Carl, Roseburg
Lowell & Caroline Shultz, Creswell
Steve Smith & Lynne Ward, Cottage Grove
Clint & Marion Smith, Cottage Grove

Individual:
Rick Dickinson, Coos Bay (Renewal)
Boyd Williamson, Coos Bay
Patricia Vickery, Cottage Grove
Ray Franklin, Cottage Grove
Helen Kivisto, Eugene
George Mulvey, Eugene
Nathaniel Potts, Hillsboro
Charles Patterson, Cottage Grove
Jerry Weinheimer, Gold Beach
Steve Roark, Medford
Earl Brown, Yreka, CA

Pioneer Capital
Campaign Contributors:
Al & Dee Grelle, Tangent
Elwood & Betty Hedberg, Portland
Daniel Streimer, Portland
Royce & Janet Beatty, Myrtle Creek

Rex Heide, Springfield
John Lorence, Independence
Malcolm Buffum, Portland
Hal & Carol Skinner, Springfield
Tim Talen, Springfield

Other Contributors:
Carroll Pope Memorial
Galen and Roberta DeShon, Rogue River
Ashland Air, Inc.
Bruce & Shelley Burrows
Stan Walker
Harry Provost
Charles & Donna Debo
Paul Gehlar, Salem
Stu McPherson, Long Beach CA
P.W.Pipe, Eugene
Glen Burrill, Eagle Point
Ellis & Betty Hallman, Lebanon
Jones & Roth, P.C., Springfield
Bob Smith, Springfield
Sara McCracken, Anchorage, Ak
Bohemia Lumber Co., Eugene
Starfire Lumber Co., Cottage Grove
Cottage Grove Aviation, Cottage Grove
Erickson Air Crane, Central Point
Econo Sales, Springfield
Heath Logging Co., Cottage Grove
Marion E. Carl, Roseburg
Portland Typewriter, Portland
Abooe Balglamwalla, Portland
Pacific Power & Light, Portland
Betty Sharp, Klamath Falls
Doug Pawley Memorial