Harold Wagner, aviation booster

By Pam Farris

An enthusiastic aviation booster since he learned to fly in 1928, retired businessman Harold Wagner has logged approximately 12,000 hours in single and multi-engine airplanes and seaplanes. He has accumulated an additional 3000 hours in helicopters. Over the years he has owned 42 airplanes and 7 helicopters.

Wagner, 82, started in the contracting business with his father and brothers in the 1930s. In 1940, the seven Wagner brothers started their own manufacturing business. Wagner was the construction engineer for the company. The brothers invented and built the Mixermobile, forklift, towerlift, scoompobile, and other heavy machinery.

He bought his first airplane, an Eyerly Coupe, secondhand for $400 in 1930. During that time, he built his own airplane from plans in Modern Mechanics. Known by the trade name Georgia Special, Wagner spent two years building the plane which he renamed the Wagner Monoplane. It was a single place airplane with a 30 hp engine.

When he wasn't flying or working, Wagner developed airports. He built his first airfield in 1946 in partnership with Henry Troh. The airport, called Troh's Skyport, was located in Portland at 156th and Division. He sold the property in 1957 and started developing the Estacada airport in 1958. He still owns that airport which has a 4000 foot paved runway. Although his son no longer has a fixed base operation there, the field has hangars available and is still in use.

In the early 1950s, Wagner decided to build a twin engine airplane. Sitting in his home on the north side of Portland's Mt. Tabor, he explains, "I felt at the time that there was a need for a twin engine airplane...a small one. There wasn't anything smaller than a twin engine Cessna - the Bobcat."

He accomplished his goal by joining two Piper Cubs side by side under a common wing. The two fuselages were joined together with one propeller set about two inches in front of the other. To the surprise of many people, the Wagner-Twin actually flew. The conversion required two men working five days under Wagner's supervision.

Wagner's second airplane conversion used a Piper PA-22 TriPacer with two engines mounted side by side on the nose with the propeller also overlapping. The Wagner-Twin 2 flew for the first time in February, 1962. The plane was capable of carrying four people and had a top speed of 160 mph and a cruise speed of 135 mph.

A third conversion was attempted. This time a Piper PA-18 continued on page 6
Director's letter

By Cynthia Bounds

"AERONAUTICS DIVISION HAS NEW ADMINISTRATOR" read a press release I received in the mail late April. My first thought was that the final decision had been made. Who was hired? To my surprise not only was the Aeronautics Division Administrator hired but a new position was also created — Assistant Administrator. My curiosity was up, so I read on. Paul Meyerhoff of Anchorage, Alaska has assumed the post of administrator. Wanda Kennedy, of Corvallis, is the new assistant administrator.

Paul Meyerhoff has a strong background in international aviation, tourism, economic development and marketing. He is the former executive director of Alaska's International Airports at Anchorage and Fairbanks.

Wanda Kennedy, the Aeronautics Division's new assistant administrator, also has a strong background in marketing, economic development, plus community aviation services. She was formerly a transportation analyst for the Oregon Department of Transportation.

As I concluded the press release much to my delight I found that both Paul and Wanda are pilots. Paul owns a 1954 Cessna 180 and Wanda has to rent like many of us.

I have now had the opportunity to meet with both Paul and Wanda. It is a pleasure getting to know them and watching the enthusiastic atmosphere they are creating within the Aeronautics Division. Both enjoy aviation, professionally and for pleasure. They want to see aviation recognized as a viable industry in Oregon. I suggest if you have an opportunity to meet them, do so. You may end up doing some fun hangar flying.

Welcome aboard, Paul and Wanda!

P.S. Paul will be joining the 1990 Oregon Air Tour flying his Cessna 180. He and I will be available to speak to any civic organizations or pilot groups along the tour route. If you are interested in scheduling please contact the museum office at 942-9129.

Calendar

June 30, The 1990 Oregon Air Tour Festivities. 7:00 p.m. Walt Bohrer will speak on early air tours; aircraft on display; airplane rides; model airplanes all Day

July 1-7, The 1990 Oregon Air Tour leaving from the Cottage Grove Airport.

July 7, The EAA annual State fly-in at the Ashland Airport.

July 14 & 15, The North Bend Airshow, North Bend.

Every member sign up a new member!!

The O. A. M. Newsletter is published by the Oregon Aviation Museum administrative and membership office. Typesetting and design by the Cottage Grove Sentinel. Printing by Carlson's Master Print. Please send any comments to the Oregon Aviation Museum, 78833 Airport Rd., Cottage Grove, OR 97424. (503) 942-9129.
Bernard's reunion big success

By Elwood Hedberg

Lines at all three registration tables were kept busy on Sunday, May 5, when over 130 of the "old bold pilots" and a bunch more friends from the early days at Charley Bernard's Flying Field got together at the Beaverton Mall reunion sponsored by the Oregon Aviation Museum.

The event began early Friday morning when members of Portland EAA Chapter 105 and museum trustees unloaded and set up exhibits in the mall for three days of early aviation history.

Wally Green brought his almost—ready—for-cover "Cygnet," Tim Talen came up from Cottage Grove with the museum's "Longster," and A1 Grell set up a propeller display loaned by Norm Rosenau of Albany. Jack Bernard dug around in his shop and found the original sign from "Rupert's Flying Service" and a one-of-a-kind "solo board" complete with shirt tails (some with lace and such) which he rescued just as the bulldozer was flattening the old field office. One wing from the Rupert Special being restored by the museum was hung from the ceiling by the most helpful Mall maintenance crew, and the fuselage was blocked up with tailfeathers installed to show how it might look when ready for cover.

More pilots than seats were available at reunion.

The real buffs noticed right away that the fin was set for a clockwise engine indicating that the last power plant on this plane was an unusual type.

There were photographs, books, newspaper clippings, and several video tapes for the public to look over and ask questions about. The museum booth was set up selling caps, T-shirts, windsocks and of course those fun-to-fly puddlejumpers. Several new members were signed up during the three days and many people were interested to know that an aviation museum is planned and being developed.

The official reception from 2-5 pm on Sunday was a great success for those who met old friends, told numerous stories about the "good old days," and exchanged addresses and telephone numbers for future contacts. Museum Trustee Elwood Hedberg acted as MC to introduce a few of those present and to show the video tape made from John Patton's now famous video show "The Beaverton Outlaws." Vivian Bernard was introduced together with other "ladies-in waiting," noting that most of the early designers, test pilots, mechanics, and builders could not have done that experimenting without those patient gals who mended the socks, kept dinner warm, and put up with household chores that never got done.

George Bogardus, who designed, built and flew his "GeeBee" to Washington, D.C. to testify before congressional committees which resulted in the "experimental" homebuilt category still in use today, was introduced to make a special presentation on behalf of the American Airman. George had engraved over 70 name plates which he mounted on a three foot square birch plaque to identify those he could remember who had a part in early aircraft design, flight, and instruction at Bernard's farm. George plans for this plaque continued on page 4.
George Felt

Friend of the Oregon Aviation Museum will be missed

One of Oregon's aviation pioneers, George Felt of Roseburg, died unexpectedly May 22 at the age of 76. He is survived by a brother and two sisters, plus many friends.

George Felt had his first flying lesson at the age of 13 shortly after his family moved to Oregon. By the time he was 15, George was flying by himself and was rebuilding his own plane, an Alexander Eagle Rock. Following the three-year restoration project, George flew the plane for several years during which he experienced many forced landings. The valves on the OX5 engine had to be adjusted every 10 hours and an engine overhaul performed every 50 to 60 hours. With the throttle wide open, the engine produced a whopping 1750 rpms.

George acquired and restored a Gull Wing Stinson in 1939 which he owned for 25 years. He figured he flew the plane the equivalent of a round trip plus a one-way trip to the moon. George is probably best known for his Super V twin engine Bonanza, which he acquired and further modified for strength and safety. He received an STC for the modifications and in 1970 the FAA awarded him an Aviation Mechanics Safety Award for the State of Oregon and the Pacific Northwest based on his work on the Super V.

After flying coast and border patrol during WWII, George returned to Roseburg where he and his wife operated the Roseburg Airport from 1945 to 1950. The Felt's then purchased 80 acres of property along the South Umpqua River where they put in an airfield. The property was sold a few years ago with the understanding that George could continue to live in his home and work in his nearby shop. He continued flying and still owned two aircraft at the time of his death.

George Felt will be remembered as a friend of the Oregon Aviation Museum. He attended the Bernard Field Reunion in Beaverton on May 6 where he renewed many old acquaintances. His generosity and cooperation made possible the acquisition by OAM of a Lycoming R680-6 engine for the Stinson SR5E being restored by the Oregon Antique & Classic Aircraft Club for the museum.

George Felt was a credit to aviation in Oregon and we shall miss him.

Reunion, continued from page 3

The list of those registered for the reunion will be the basis for museum history—taking in the months ahead. Museum members who would like to participate in this project should contact the museum office in Cottage Grove, or Trustees Malcolm Buffum, Peter Stack or Elwood Hedberg who also live in Portland. Future issues of the newsletter will feature articles about some of the key pioneers in the Beaverton area...Chadwick, Yates, Long, Rupert and Bernard.

Walt Boehr signing a few of his latest book "Black Cats and Outside Loops"

Look to future newsletters for exciting articles about the history of Bernard's Field, it's people and events.
Medford event a big success

"Successful beyond expectations" best describes the Phillips/Tillman show held May 20 at Jack Erickson's hangars at the Medford Airport. Thanks to an outstanding group of volunteers and sponsors, OAM's first attempt in presenting an aviation writer, an aviation painter, and a unique collection of aircraft to the public was well received and supported. Upwards of 2,000 people came through the gate including visitors from Redding, California and Reno, Nevada.

The Show Committee headed by Trustee Al Alsing and member Steve Roark did an excellent job of planning and carrying out the event. Publicity provided by the Medford Mail Tribune helped make the Medford area residents aware of the show to the extent that a traffic jam resulted on the road to the airport.

The Oregon Aviation Museum is very grateful to the following sponsors and volunteers:

Sponsors: Jack Erickson
Richard and Judi Mills - owners of "Accents-the Collector's Gallery" who donated a print and photos for a raffle plus 10% of sales at the show to OAM
Bill and Kristi Phillips
Barrett Tillman
Dan LaFond - provided soft drinks at cost

Volunteers: Ted Ryder and
John Burton, Erickson employees
Patrick and Jane Henry
Dick Munson
Vince Claflin
Jerry Weinheimer
Curtis Matteson
Merle Mills
Linda Katzen
Norm Garrett - made all the signs
Eileen Woodard
Hal Gould
Contributors: Clive Twitchell and Jim Cleaven of the Medford Mail Tribune

Bill Phillips signing his work for more than 5 hours.

George and Winnie Ebert - materials for signs
Gunther Katzer - Medford Airport Manager
Phil Clouse - Medford Airport Foreman
Luke Kohler - Medford Tower

Chief
Mike Owens - Medford Air Service
Phil Cardin - USDA Forest Service
John Cassad - NWS
D & D Porta Potti

A very important day in aviation history

By Claudia M. Oakes

May 20 seemed a very fitting day to hold an aviation event as it was the anniversary of Charles A. Lindbergh's extraordinary solo transatlantic flight of 1927.

“Our messenger of peace and goodwill has broken down another barrier of time and space.” So spoke President Calvin Coolidge about Charles A. Lindbergh's flight. Not until the Apollo 11 moon landing in 1969 was the entire world again as enthusiastic about an aviation event as it was when Lindbergh landed his Ryan monoplane in Paris.

In 1922, after a year and half at the University of Wisconsin, Lindbergh left to study aeronautics with the Nebraska Aircraft Corporation. He was a "Barnstormer" until 1924, when he enrolled as a flying cadet in the Army Air Service. He won his reserve commission and began serving as a civilian airmail pilot, flying the route between St. Louis and Chicago.

Early in 1927 he obtained the backing of several St. Louis men to compete for the $25,000 prize offered by Raymond Orteig in 1919 for the first nonstop flight between New York City and Paris. In February of that year Lindbergh placed an order with Ryan Airlines in San Diego for an aircraft with specifications necessary to make the flight.

Development began based on a standard Ryan M-2, with Donald A. Mall as principal designer. Certain modifications to the basic high-wing, strut-braced monoplane design had to be made

continued on page 6
Wagner,
continued from page 1
Super Cub was used. A second engine was mounted atop the cabin on a pylon in tractor position. Also completed in 1952, the plane did not fly as well as the others. It experienced too much shake in the tail.

Wagner planned to design and market the low-cost twins. However, after talking with friends in Los Angeles who had converted a Navion plane to a twin engine, he decided against the idea. "The flying and testing they had to do cost them over $50,000 so I knew I would be confronted with the same thing...to get on one of these converted to FAA standards so I never bothered," he explains.

In 1964, an accident which fractured Wagner's skull and left him unconscious for five hours, led to his learning to fly helicopters.

After his release from the hospital, Wagner passed his medical exam but the FAA held up his medical certificate until he had additional tests. In the meantime, Wagner went to Columbia Helicopters on Swan Island to see "...if I could fly. Even though I had, they told him that they could give him all the flying time he wanted for $50 an hour. However, he could not solo until his certificate arrived. Soon after, he bought his first helicopter.

Wagner never flew professionally - only for pleasure. He sometimes used his plane or helicopter in his business to take photographs of his property, to visit the company's dealers or to attend a machinery show. When asked how he logged his impressive number of hours in the air when flying was just his hobby, he replied, "I was flying pretty near every Saturday and Sunday."

Still very active in aviation, Wagner's brief biographical sketch states he "...is healthy enough to continue contributing to aviation a few more years. He is present at more...aviation functions than most people half his age."

Aviation history, continued from page 5
because of the nature of the flight. The wingspan was increased by 10 feet and the structural members of the fuselage and wing cellule were redesigned to accommodate the greater fuel load. Plywood was fitted along the leading edge of the wings. The fuselage design followed that of a standard M-2 except that it was lengthened 2 feet. The cockpit was moved further to the rear for safety and the engine was moved forward for balance, thus permitting the fuel tank to be installed at the center of gravity. The pilot could see forward only by means of a periscope or by turning the aircraft to look out of a side window. A Wright Whirlwind J-5C engine supplied the power.

Late in April 1927 the work on the aircraft was completed. It was painted silver and carried registration number N-X-211, which with all other lettering on the plane, was painted in black. Lindbergh made several test flights, and then flew the aircraft from San Diego to New York on May 10-12, taking only one stop, at St. Louis. His flight time of 21 hours, 40 minutes set a new transcontinental record.

After waiting several days in New York for favorable weather, Lindbergh took off for Paris alone, on the morning of May 20, 1927. Thirty-three hours, 30 minutes and 3,610 miles later he landed safely at Le Bourget Field, near Paris, where he was greeted by a wildly enthusiastic crowd of 100,000.

Lindbergh and the Spirit of St. Louis returned to the United States aboard the U.S.S. Memphis on June 11. He received tumultuous welcomes in Washington, D.C., and New York City. From July 20 until October 23 of that year he took the famous plane on a tour of the United States. Then, on December 13, he and the Spirit of St. Louis flew nonstop from Washington to Mexico City; through Central America, Colombia, Venezuela, Puerto Rico; and nonstop from Havana to St. Louis.

On April 30, 1928, the Spirit of St. Louis made its final flight from St. Louis to Washington, D.C., where Lindbergh presented the aircraft to the Smithsonian Institution.
Museum merchandise for sale

Have you wondered where you can get the Oregon Aviation Museum's merchandise during the spring months? It's simple. Just give the museum office a call (503)942-9129 or write 78833 Airport Road, Cottage Grove, OR 97424. We will be happy to mail you any of the items listed below. Please allow 2 to 3 weeks delivery.

PUDDLE JUMPERS—A great toy for the young and the old. They are made of hard wood for durability and they come with their own technical flight manual for $2.50.

T SHIRTS—Available in white, gray or navy blue. In sizes small, medium, large and extra-large, also available in children sizes 6-8, and 14-16. $8.00 for Adults and $6 for children.

HATS—They are a very nice gray corduroy adjustable hat with the museum logo in blue and white on the front. Hats are $7.00.

TOTE BAGS—An off white canvas bag 15" X 12" with canvas straps. The museum logo in royal blue appears on one side. A very durable bag for $12.00.

FLIGHT JACKETS—These are tailor-made, aviator-style, leather flight jackets. Each jacket is made from hand-selected matched European leathers and can be designed just the way you want it. Price for the Aviator jacket is $225. You may also add original hand painted nose art to your jacket for an additional $120. Call the museum office for more information.

Don't forget to include $1.50 per item for mailing. Be sure to include your telephone number in case we have a question.

AVIATION PRINTS—Hand drawn ink prints by aviation Artist Doug Kinsley of a Mig-21F and a KC-135A. Prints are signed and numbered by the artist. They are sold unframed for $18.00.

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Fly with the Aviation Pioneers!
Become a member of the Oregon Aviation Museum

Name of member ____________________________
Mailing Address ____________________________ Phone ____________________________

Annual membership dues:

$10 Annual Associate □ $500 Corporate Sponsor □ $50 Annual Sustaining □

$100 Benefactor □ $25 Annual Family □ $500 and up Patron □

Clip and Send to: Oregon Aviation Museum, Inc., 78833 Airport Road, Cottage Grove, OR 97424
Gifts in excess of your basic dues are tax deductible within the stipulation of the law.

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Welcome to all of our new members

Penn Stohr .................. Benefactor
Edwin & Phyllis Lamb ...... Family
John Brennan .............. Associate
Ashley Foster & Carol Thomas ............ Family
Donald Pickett .......... Associate
Chad Turmaine ........... Associate
Bill & Mary Rogers ....... Family
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Sherwood Hall ............ Associate
Myron Bish ............... Associate
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Pat Watson ................ Family
Ron Garnys ............... Associate
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Thank you to all of our renewing members.

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