Sky the limit for 1990 Air Tour

By Elwood Hedberg
1990 Air Tour Boss

Revisiting Tex Rankin's Oregon Air Tours of the 1930s, the modern version, has become a biennial event, organized again this year by the Oregon Antique & Classic Aircraft Club. Several trustees of the Oregon Aviation Museum attending the seven-day tour talked with people throughout the 13 stops, publicizing the museum and helping increase awareness of Oregon's rich aviation heritage. Several media interviews were covered by local papers in Bend, Hood River, Pendleton, and a report of the tour was in the August issue of the General Aviation News & Flyer and the Pacific Flyer.

OACAC's annual meeting and camp-out at Cottage Grove on Saturday, June 30, kicked off this year's tour. From there, 42 pilots and 28 passengers covered the Oregon coast, the Columbia River Gorge, parts of central and eastern Oregon, the Cascade mountains, and northern California before ending the tour at the state EAA Fly-In at Ashland the following Saturday, July 7.

Mostly sunny skies, some foggy mornings, and a spectacular mountain storm at Sisters gave tour-goers from California and Utah a look at Oregon weather but never caused significant delay in the itinerary or caused a planned stop to be bypassed. Minor difficulties during the tour, such as the the loss of a tailwheel on take off, a failed exhaust muffler, and a magneto problem, provided opportunities for innovation and cool piloting skills. Assistance from local FBOs and mechanics was outstanding.

Above: Air tour aircraft await their call of duty at the Astoria Airport. At left: A bird's-eye view of the Maryhill Museum.

Visits to the blimp hangars at Tillamook, Astoria's Coast Guard Station and the Pearson Air Museum in Vancouver were

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Summer merger creates aviation, space museum

Director's chair
By Cynthia Bounds

With much sadness, I take my pen in hand to write my last note from the Executive Director. A lack of funding and the complex issues involved in merging two museums has created a need to end the Executive Director's paid position.

Although changes are always difficult, the current changes shouldn't overshadow progress the museum has been making or limit future strides the museum can make in the coming months.

The summer was filled with hard work done by museum trustees and members of both the Oregon Air and Space Museum and the Oregon Aviation Museum. Long and thoughtful hours went into merging the two museums, and I must say that the many hours spent in hashing this plan out were not in vain.

A single museum that is a combination of the two, with the new name of the Oregon Aviation & Space Museum, will now prosper with joint enthusiasm and resources. With joint forces and a plan for the future, this single museum gives Oregon an even more exciting and higher quality aviation museum.

Over the past 14 months I have tremendously enjoyed everyone I have met. I have learned a great deal and had the privilege to relive moments in aviation history with very special people. I have found new friendships that I will always cherish. There have been times when building an aviation museum seemed overwhelming and I didn't know what direction to turn, but each of those times were enlightened by people dropping by the museum office encouraged by the project, or by speaking to a group of enthusiasts already making plans to use the museum. Each situation would recharge my batteries. To each of you who played a part in this, I say thank you.

Before I close, I want to talk briefly about another museum committee that has worked very hard over the summer — the Program Committee. This committee, designed by architect Gary Moye, has the task of designing spaces within the museum.

The Committee plans to present a first draft to the museum Board of Directors by the end of the year. This committee again brings to light the progress the museum is making towards building a permanent display facility.

It is so exciting to see dreams taking shape by walls being formed, spaces defined and the potential of the museum being discussed by other museum groups. As the Committee progresses, I am sure the information will be shared with all of you through the newsletter.

In closing, I want to say thank you to everyone who assisted me in some way and to encourage your participation in the museum. The momentum for the Oregon Aviation & Space Museum is picking up and the best way to keep abreast of its progress is to be part of it.

I will still be flying around the state, having fun and promoting the museum, so keep in touch.
Air Tour  ...continued from page 1

followed by a tour through Terry Brandt's antique aircraft collection at Hood River and a look at the Union Pacific classification yards at Henkle near Hermiston. While spending the 4th of July in John Day, several pilots accepted an invitation to fly over the parade up the road at Prairie City.

During the stop in Mantague, California, some took the steam train from Yreka, and several toured Jack Erickson's WWII airplane collection at the Medford Airport.

Tour expenses were funded by a nominal registration fee and by generous contributions of business sponsors from John Day, Sisters, and the Valley Oil Company of Salem (purveyors of 80/87 fuel). The tour was judged a huge success by those attending, and plans are underway for 1992.

Air Tour participants mingle at the John Day Airport.

What's Happening

OAM, Air and Space Museum merge

OAM and OASM To Join Forces

By the time OAM members receive this newsletter, they will have received information on the OAM/Oregon Air & Space Museum merger. The OAM's Board of Trustees feels this is definitely a step in the right direction and will accomplish what neither organization could do alone — build an Oregon museum of aviation and space.

A 9,600 sq. ft. building at the Eugene Airport is nearly completed and will become the temporary site of the Oregon Aviation & Space Museum. A large hangar-type exhibit area, a lobby/gift shop, offices, and restrooms will be open to the public sometime after the first of the year. OASM has done an outstanding job of constructing the building with mostly volunteer help and donated materials. There is still work that needs to be done and anyone interested in helping should contact Carol Skinner at 746-3387 to find out when work parties are scheduled.

Because funds are not sufficient for OAM to retain an executive director, Cynthia Bounds is no longer working for the museum. The office at the Cottage Grove Airport has been closed and the telephone disconnected. Carol Skinner, OAM Vice President, is handling administrative affairs for the museum out of her home. It is expected Carol will be appointed Executive Coordinator of the Oregon Air & Space Museum with an office in the

OAM Office Closed

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Clarence Chadwick distributed Porterfield airplanes, the “sweethearts of all light airplanes;” this plane was made in 1941.

Clarence Chadwick: aeronautics pioneer

By Russell D. Chadwick

My dad Clarence learned to fly from Tex Rankin on Swan Island in the late '20s. I remember riding with him in a shining silver, 37 hp E-2 Taylor Cub while he practiced spins and spot-landings for his instructor’s rating. Later, I rode with him when he flew passengers from the “Island” over to Vancouver to see the Russian plane which had flown over the North Pole. In those days he was the organizer and one of the flight instructors of the Oregon Flyers Flying Club in Hillsboro.

In the late '30s, Charlie Bernard, who had carved out a landing field on some farm land next to what is now Cedar Hills Blvd. in Beaverton, granted Dad exclusive rights to establish a commercial flight operation at the “airport”... a significant first.

Chadwick’s School of Aeronautics schooled Northwest’s top aviation entrepreneurs

Starting with that 37 hp E-2, Clarence and my mother Verda soon bought a brand new 50 hp Continental-powered Porterfield from the factory in Kansas City and together flew it out to Beaverton. Dad built the operation into a seven-plane flying school and the NW distributorship of Porterfield airplanes.

Although Oregon had licensed planes and pilots for some time, the federal government was just starting national licensing; some felt this was an intrusion into states’ rights. Coming from one of the last states to resist government control in these matters, Oregon pilots were sometimes called “outlaws;” many of them had hundreds of flight hours and didn’t really need instruction, just licensing. Dad signed off their “outlaw hours” for equivalent legal flying hours, enabling them to get their federal tickets.

About the time WWII threatened, George Yates built an 80 hp Franklin-powered, low wing geodetic, a unique and original method of construction for those times. George hoped his plane would become an Army trainer and called upon my dad to do the early flight testing. Well, the Army didn’t buy the plane and when war did break out, Dad, like other airport operators, had to disassemble his fleet of airplanes and store them in his hangar at Bernard's until they were eventually sold for the war training.
Ralston keeps head in clouds

Camas Valley man flew for his money, doing odd jobs from barnstorming to corralling wild horses

By Ben Deatherage
OAM member from Cottage Grove who has known Cy Ralston since 1945

"I always wanted to fly," mused Cy. "When I was a kid, I dreamed about flying — about flying through the air."

Cy Ralston's dream came true in 1928 when he was 20 years old. Ted Barber, who lived in Bend and had taken flying lessons from Tex Rankin's Flying School in Portland, had returned to Bend determined to acquire his own airplane. Ted came up with a plan and persuaded 15 young fellows to contribute $100 each for membership dues in a co-op, the Bend Flying Club. Ted used the dues he collected to buy an OX5 Waco 9 airplane, which he used to teach members, including Ralston, how to fly.

After he learned how to fly, Cy and a partner, Bill Goodue, bought an OX5 Waco 10 on time, planning to make payments with proceeds earned from flying it. They earned money barnstorming and charging passengers for airplane rides. One Sunday at Denio, Nevada, where they were barnstorming, they planned to do a parachute jump. Because it was such a windy day, however, they decided that a parachute jump might not be safe. To test their theory, they attached a 100-pound weight to the Russell Lobe chute and dropped it. The chute would have failed to protect a man, proving that their caution was justified.

Another means of earning money with an airplane was to corral wild horses. One day Cy and Wild Horse Smith, a Nevada rancher, decided to chase some wild horses on his ranch and were chasing a bunch on a ridge. The ridge was steeper than they could climb with the airplane — upon losing their airspeed, Cy set the airplane down on the ridge. Then he and Smith got out, picked up the tail and turned the Waco around and took off down the ridge, continuing their chase.

Once when Cy was returning from Portland to Bend via the Columbia and Deschutes Rivers, losing power all the way, he landed in a wheat field. After he adjusted the valves, he climbed back in and proceeded home. Those early pilots had to have some mechanical ability, also. In those early days, the airplanes depended upon the wind to help in lifting off. Cy and Bill's flying ventures ended that day in Denio when Bill, while taking off, failed to clear a fence. The Waco flipped over onto its back. They rented a truck and hauled the damaged aircraft back to the original owner in Eugene. They also gave him their car to cover the cost of repairing the plane. The plane's owner would not give the two a ride back to Bend, so they pooled their money and bought a car for $10.

After Cy and his partner lost their aircraft, Cy went to work on the McKenzie Pass road. But he did get another opportunity to fly when Homer Halstead, a rancher from Fox Valley in eastern Oregon, contacted Ted Barber about buying an airplane. Ted sold Homer the OX5 Waco 9 that the flying club members had used to learn to fly. When Homer informed Ted that he needed a pilot to fly the airplane, Ted recommended Cy. Cy accepted the job of flying for the rancher, and also worked on the ranch when he was not flying.

While Cy was flying for

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Chadwick  ...continued from page 4

programs.
Just over the age to join the services, Dad got a job with Southwest Airways which, like several other airlines, had a government contract to instruct US Army and foreign military cadets as well as civilians in pilot training. Clarence located at their Falcon Field operation just north of Mesa, Arizona, where they taught both British and US Army/Air Force cadets. He developed and ran their Flight Instructor’s School before becoming Commander of Primary Training, Commander of Advanced Training, and so on. By war’s end he was second in command of the Civilian Component at Falcon.
In 1945, my father returned to the Northwest, bought a home near Beaverton, and almost single-handedly petitioned and won the limited reopening of Bernard’s Airport. The new, post-war Chadwick’s

Clarence Chadwick
School of Aeronautics soon had 20 airplanes on his flight line for student instruction.
As the only open airport and the only flight operation available in the Portland area, many who later became leading aviation entrepreneurs, instructors and mechanics worked for my dad until they could get their own operations going at other airports.

Since Porterfield no longer built airplanes, Dad became the distributor for Luscombe Airplanes in Oregon, Washington and Idaho. He established about 25 sub-dealers throughout the area and led the nation in sales of Luscombes. He later became a dealer for the very popular North American Navion airplane.
In 1949, my dad sold his flying school and sales agencies at Bernard’s and retired from aviation. A significant number of the 25,000 flying hours recorded in his log books were from Bernard’s Airport. He lived for another 40 years, dying in February 1989, but my mother Verda and I still remember those golden days of the ’30s and ’40s when the skies above Washington County were filled with the young men and women learning to fly at Chadwick’s School of Aeronautics.

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museum at the Eugene Airport as soon as it is ready.
Closure of the Cottage Grove office should not be construed as a weakening in the organization of OAM. On the contrary, combining with the Oregon Air & Space Museum will make a much stronger organization — not only does it not change either group’s goals, it effectively doubles the membership base for the new museum. Look for a bigger and better organization dedicated to building an Oregon museum devoted to aviation.

Request for Funds
A very special thank you to those who responded to the Board’s request for additional funds.
The results were less than hoped for but some members said they were confused by the merger talk and were hesitant to contribute. That is certainly understandable.
Nearly $1,000 has been received and that has enabled the Board to keep the museum from going into debt and made it possible to publish this newsletter. With several Pioneer Capital Campaign pledge payments due in the near future, it is expected the cash flow problem can be eliminated.

1935 Stinson under repair; public asked to lend hand
Restoration of the 1935 Stinson SR5E belonging to OAM has been resumed on a regular basis. Each Thursday evening from 6:30 to 9, anyone who is interested may come to the museum at the Eugene Airport to help with the project.
Tim Talen is chairman of the Museum Restoration Committee and will be directing the restoration. The Oregon Antique &

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Homer, they landed on a ranch at Long Creek, a few miles from Fox Valley. In taking off, Cy zoomed over the first and second fences, but he lost his zooms and wrecked on the third fence. The wrecked plane was dismantled and stored in a barn there. That incident ended Cy's flying adventures. He did, however, exchange one love for another. The rancher where he wrecked the plane had a beautiful daughter, Elris, with whom Cy fell in love and later married. They are still together today, living in Camas Valley, Oregon. Cy is now 83 years old.

In reminiscing about his flying days, Cy said he was never afraid of flying. His main complaint was with the state's rules and regulations governing flying. The early pilots of Oregon were an independent lot who spent part of their time dodging inspectors. Cy said that was one reason Ted Barber decided to leave the state and make his home in Nevada, where rules were not so restrictive and where a maverick could chase wild horses.

After he married, Cy needed to make a living for his new bride. With the depression soaring skyward, he just drifted away from flying.

Donations to OAM reduce income taxes

Gifts considered charitable contributions

A charitable contribution is one of the best ways to reduce your 1990 income taxes. Oregon Aviation Museum Inc. is a publicly supported charitable organization and all contributions are tax deductible to the extent of the law.

Year-end gifts can take the form of cash, securities, real property, life insurance or a trust.

The Museum’s future depends on the generosity and vision of its members and friends dedicated to preserving Oregon’s rich aviation history. Your contribution will pay dividends for years to come, allowing present and future generations to benefit from a cultural, educational and tourist center like no other in Oregon.

This year, consult your tax adviser and take advantage of the time remaining before December 31 — choose the gift opportunity that will enhance your tax situation for 1990 and best suit your personal financial goals.

If you have questions about Museum contributions, please contact Carol Skinner at (503) 746-3387, or write OAM, P.O. Box 8037, Coburg, OR 97401.

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Classic Aircraft Club has set up a special Stinson Restoration Fund which now stands at nearly $900. These funds have come from selling specially made Stinson T-shirts and from OACAC members’ dues.

Aside from manpower, the greatest need at present is to obtain restoration tools. If anyone has tools they can donate to the museum for this and future projects, please call Carol Skinner at 746-3387. The donations are tax deductible to the extent of the law.