Felt family gives Museum Bonanza Super V

TWIN-ENGINE AIRCRAFT JOINS COLLECTION

Fulfilling George Felt’s desire that his prototype Bonanza Super V remain in Oregon, Floyd Felt, on behalf of the Felt family, presented the airplane to the Oregon Aviation Museum at its annual meeting on March 16. The aircraft was flown to Eugene from Roseburg by Tom Good and is stored in the Museum’s hangar at Mahlon Sweet Field.

Floyd’s presentation included a 30-minute video tape of original film and slides taken during the testing and initial flight of the only FAA certified aircraft of this type. Originally a single engine Bonanza, George made many structural changes during the conversion to a twin engine aircraft. Five years of work and much paperwork went into the completion of the conversion for which George received an award from the Federal Aeronautics Administration.

The Oregon Aviation & Space Museum is extremely grateful to the Felt family for seeing that this excellent example of the work of Oregon aviation enthusiast George Felt remains in the state available for public exhibit. It is an important addition to the Museum’s exhibit collection.

Super V Fund
A fund has been established to repay the Felt family for the purchase of the Super V from George Felt’s estate. Although George’s wish was that the aircraft go to the Oregon Aviation Museum, he died before that bequest was added to his will, making it necessary to purchase the aircraft.

Tax free contributions may be sent to: Super V Fund, Oregon Aviation & Space Museum, 78833 Airport Road, Cottage Grove, OR 97424.

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PETER STACK, DIRECTOR OF THE OREGON AVIATION & SPACE MUSEUM, IN THE MAHLO HANGAR WITH GEORGE FELT’S BONANZA SUPER V.

FLOYD FELT
EDITORIAL

Museums consolidate, take on new name

The Boards of Directors of the Oregon Aviation Museum and the Oregon Air & Space Museum have designated the Oregon Aviation Museum as the surviving corporation in the consolidation of the two organizations.

In preparation for that event, OAM's name has been changed to "The Oregon Aviation & Space Museum." A new logo, designed by graphic artist Judith Hedberg Duff, has also been chosen as more representative of the combined organizations. The logo is being shown publicly for the first time on the masthead of this newsletter.

Even though the consolidation details are incomplete, this newsletter is a combined effort by both museums and is being sent to members of Oregon Air & Space Museum and Oregon Aviation & Space Museum (formerly OAM). A membership application is included reflecting a new fee structure, included in amended bylaws adopted by the O&SM Board of Directors. The Boards of Directors hope the members will continue their support as consolidation details are finalized.

Building offers members chance to leave legacy

By Bruce Lamont

I am a firm believer in the old saying that you get out of something exactly what you put into it. If you put nothing into it, you can expect little or nothing in return. But, if you are willing to give it a try, give a little of yourself and your time, the rewards can be endless. Not the type of rewards you look for at the bottom of a balance sheet, but the feeling of knowing you have done your best and have made a difference, both for yourself and for others.

We, the members of the Museum, have a unique opportunity to make a big difference by building a facility like no other in the state that will live long after we are gone. By giving a little of ourselves now, we can feel good knowing that we have preserved aviation history for future generations to enjoy and learn from.

Think about it. Where else can you get an offer like that? It is a challenge I can't pass up. How about you?
Have fun helping with building project

DONATE TIME, MATERIALS TO NEW MUSEUM OFFICE

By Duane Bralley

When was the last time you visited the Museum facility at the airport? If it has been more than a month, you’re missing out on all the fun!

The last few weeks have seen members every Saturday morning working on the offices. By the time you read this we will have completed the electrical conduit and finished framing the office area. We will soon be installing the insulation and sheet rock.

Mike Smith is doing an excellent job of lining out the work activities. You can find something to do even if you don’t have construction experience.

Call Ethia Davis at 687-8399 or Mike Smith at 689-0652 to join the fun. Work parties are held Tuesday and Thursday starting at 5 p.m., and Saturday from 8 a.m. to 4 p.m. Bring your lunch and take part in the lunchtime “hangar flying.” We’d like to see you.

It’s important to point out the contribution Mike Smith and Ethia Davis have made in organizing the work parties. Numerous hours have gone into the organization of the work and telephone calls recruiting help.

Last, but not least, thanks to all of you who find time to help with the work, and to all the kind folks who are furnishing us with materials.

Oregon Aviation & Space Museum (formerly OAM) members are encouraged to contact Carol Skinner at 746-3387 and volunteer time or materials toward the completion of the building.

Services required include carpentry, drywall finishing, carpet laying and sheet metal working. Materials needed include: metal frame for double steel doors, push bar exit latch sets, passage door latch sets, wood trim for doors and windows, handicapped hand rails for restrooms, mirrors, paint, electric baseboard heaters, plywood, carpet adhesive, rubber baseboard molding, black pipe, reducing pipe tee, pipe bushing, elbows, nipples, tees, beam clamps, pipe hangers, a gas regulator, a manual shut-off valve and flexible gas connectors.

PAPER AIRPLANE STORED IN EUGENE

By Bruce Lamont

What comes to mind when someone mentions a paper airplane? Usually it’s a swept-back design made from a standard 8 1/2x11-inch sheet of paper.

The Taylor-Bullet 2100, or Paper Airplane as it is referred to by some, is an impressive design that gets its name from the material it is made from, Taylor Paper Glass (TPG). The aircraft was designed by Molt Taylor of Longview, Washington, who also designed the Aerocar, the IMP, and the Coot.

Started in 1983, the idea was to design and build an airplane that would have a top speed of 150 mph, stall at 50 mph, both on a 65 hp engine. The Bullet never achieved its goals and the project came to a standstill when it was decided the wings were too long to achieve the desired top speed. However, the aircraft did fly about 50 hours and proved itself to be a viable design.

On November 10, OA&SM members Ed Neves, David Johnson and I traveled to Longview, where the aircraft was loaded, for the return trip to Eugene. The aircraft is now stored in the hangar at Mahlon Sweet Field and will make an interesting addition to the museum.

I always enjoy towing an airplane down the freeway because of the reactions you get from people are so interesting. Some stare in disbelief, while others try to act like its no big deal and they see this type of thing all the time. The best part is when people start asking questions like, “Does that thing fly?” Usually that's followed by, “Do you fly it?” This is where I give a pitch for the Museum and the neat activities we are involved in.
Pioneer aviatrix succumbs to cancer

DOROTHY HESTER STENZEL IN PLANE GIVEN TO HER BY THE GREAT LAKE CORPORATION.

Dorothy Hester Stenzel, 1910-1991, was nicknamed “Princess Kick a Hole in the Sky.” During her heyday in the late 1920s and early 1930s, the Portland Oregonian proclaimed, “Come to the airport. Dorothy’s going to fly today.” And people came by the hundreds to watch this pioneer aviatrix who set several world aerobatic records and thrilled airshow viewers across the United States with her performances.

Dorothy Hester Stenzel died of lung cancer in a Bend hospital on February 25. She was born September 14, 1910, in Milwaukie, Oregon, and continued to live in the Portland area all her life, though she also had homes at Palm Desert, California, and Ocean Shores, Washington.

The flying bug first bit Dorothy at the age of 17, and after making parachute jumps to pay for flying lessons, she enrolled in the Rankin Flying School. Tex Rankin soon noticed the daredevil aviatrix and taught her aerobatics and included her in her aerobatic show that performed in many states. Great Lakes Aircraft Co. presented her with her own airplane in 1931.

Dorothy was a lifetime member of the Oregon Aviation Museum and was featured in the August-September 1989 OAM Newsletter. She was a member of the OX-5 Aviation Pioneers Hall of Fame and the Museum of Flight’s Pathfinder Hall of Fame. In 1985, the Oregon Legislature honored her with a joint resolution “for her courage, her determination and her achievements in aviation.”

Dorothy was a true heroine in Oregon aviation history and represented the state with dignity. We shall miss her.

OASM MEMBERSHIP DUES DELINQUENT

If your membership number is 17 through 125, check your membership card or call Bruce Lamont at 484-6511 days or 995-8356 evenings. Your dues are probably due. You should have received a card letting you know that your dues were delinquent or about to expire. If you have not taken the time to respond, please do so.

Nearly 50 OASM members’ dues are delinquent and the Museum needs your continued support to accomplish its goals. By renewing timely you save the Museum the expense of mailing out reminder notices.

Following the publication of this newsletter, the mailing list will be purged of members’ names who are over three months delinquent. Postage rates have gone up, as have other costs, and we need to keep a close eye on the budget.
COUNTY AWARDS $9,000 GRANT

The Oregon Aviation & Space Museum has been awarded a $9,000 grant by the Lane County Tourism Council to fund a feasibility/site study. The 10 percent match will come from a grant from the Woodard Family Foundation.

Lord & Associates, an economic consulting firm, began work on the study the first part of April and will finish in about two months. The report will serve as a vehicle for attracting interest and contributions from private citizens, plus local, state, and federal governments, and will also be used in applying for grants from foundations.

Among the information to be provided in the report will be conclusions regarding the relevance of an aviation museum to Oregon in light of the experience at other selected aviation museums around the county. The conclusions will be drawn from information about other museum's facilities, attendance, operating budgets and revenues, programs, financing and the impact these facilities have had on the communities in which they are located.

The Museum is especially grateful to Lane County Commissioner Marie Frazier, who provided valuable assistance in the awarding of the grant. The Board feels this document will aid in fund-raising for construction of a permanent building.

F-4 PHANTOM NOW NESTLES INSIDE THE MUSEUM HANGAR AT EUGENE'S MAHOLON SWEET AIRPORT.

Members move phantom

F-4 NOW HOUSED AT EUGENE AIRPORT

Members of the Museum, with the help of Ken Hankens and Mike Zulanardo from the Oregon Air Guard and Don Williams from AMR in Eugene, moved the F-4 Phantom into the Museum hangar at the Eugene Airport on January 26.

Ken and Mike arrived at 10 a.m., bringing with them a ground power unit to turn the engines over so they could close up the rear of the engines. They also brought the much needed tow bar to be able to move the aircraft. Don Williams brought over a large tug and proceeded to put the Phantom into the hangar. Things were going pretty well until the tug was moved onto the grass, where it promptly got stuck. Bruce Lamont tried to pull it out with his four-wheel drive but couldn't move it. The only solution was to chain up the Air Guard's two-ton truck to pull the tug out. After several attempts at pushing the aircraft from different directions, it was successfully moved inside and now resides in the northwest corner of the hangar.

MUSEUM'S GRAND OPENING

August 10 & 11 at the Eugene Airport, with aircraft display and more. Details to follow.
Historic ride unforgettable
LUFT Hansa PILOTS 1936 JU N K E R S JU52

By Carol Skinner

There was no food served and no oxygen masks were stored above the seats, but for a lover of aviation history, it was a flight not to be forgotten.

George Lamont, Oregon Air & Space Museum Director, and I were the guests of Lufthansa Airlines in a flight from Eugene to Portland on January 15 in a 1936 Junkers JU 52.

This fully restored model, formerly called “Iron Annie,” was on a six-month tour of the United States and stopped for an overnight stay at the Eugene Airport.

Based at Frankfurt, Germany, Lufthansa is a sponsor of Eugene’s annual Bach Festival and arrangements were made by Dr. Royce Saltzman, University of Oregon, Festival Director. Museum directors were invited to join Festival staff, patrons, and sponsors in viewing the historic aircraft.

The crew of the JU52 consists of two pilots, both Lufthansa 747 captains, a flight engineer, a mechanic, and a flight attendant. Said one of the pilots, “We’ve had to learn how to land a taildragger, especially in a crosswind, and to fly VFR.” Judging from the smooth landing at Portland International Airport, they’ve learned their lesson well.

Both directors were a little surprised when, upon departing the Eugene Airport, the pilot headed more west than north. Flying over Corvallis, Independence and McMinnville led George to query the pilot as to whether he knew where he was. (Imagine asking a 747 captain if he knows where he is.) The answer was, “Yes, but we don’t usually get to fly in weather this good and we’re having fun.” So, we continued to take the scenic route to PDX at 2,000 feet. What a sight that must have been to anyone on the ground who looked up and saw that magnificent airplane flying over.

Later in the week, OASM member Fred Nott, who is also a philatelist, attended a luncheon in Portland hosted by Lufthansa. He presented Lufthansa officials with a collection of framed and mounted JU52 postage stamps. The plaque read:

“Presented to Lufthansa Airlines January 17, 1990
The Oregon Aviation & Space Museum”

According to Fred, who also furnished the crew with a bottle of Oregon wine, they went “gaga.” The plaque is to be given to the chief pilot of Lufthansa and later prominently displayed at the company’s headquarters in Frankfurt.

What a privilege to have been able to spend an hour in flight on this wonderful piece of aviation history.
Annual meeting features awards, news

MEMBERS DISCUSS MERGER, MUSEUM GRANT

Sixty trustees, members, and friends of the Oregon Aviation Museum gathered on March 16 at the Lane Community College Flight Technology building at Eugene's Mahlon Sweet Airport to hear reports, elect board members, and receive an unusual donation.

President Wil Heath reviewed the background and progress of merger discussions with the Oregon Air & Space Museum (OASM), noting that while many issues have been resolved, the completed merger of the two museums may be a few months away.

Vice-president Carol Skinner reported that OAM has received a $9,000 grant from the Lane County Tourism Council to fund a feasibility study, that negotiations with the Japanese owners of the five acres targeted as the museum site near the Cottage Grove Airport are continuing, and that interest in locating the museum in Roseburg is growing among residents of that community.

To recognize those who have contributed $1,000 or more to the Pioneer Capital Campaign, engraved plaques were presented to Malcolm Buffum, Ray Costello, Daniel Streimer, Al and Dee Grell, Wil Heath, Elwood and Betty Hedberg, and the Woodard Family Foundation.

A major focus of the meeting was the presentation to the Museum of George Felt's Super V Bonanza by the Felt family. (See related story.)

Following the presentation by Floyd Felt of the Super V, the meeting was adjourned so all could proceed the few hundred feet from the meeting place to the hangar to inspect and admire the Bonanza. President Duane Bralley and other members of OASM conducted informal tours of the restoration hangar and the aviation artifacts of both museums which are stored there.

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Yes... I want to help!

Name___________________________
Mailing address____________________

I wish to become a Museum member.
Active: $50 yr. sustaining____ $100 yr. contrib.____
        $250 yr. benefactor____ $1,000 yr. corp.____
        $500 lifetime____ $1,000 founding____
        $5,000 corporate lifetime____
Associate: $20 yr. individual____ $25 yr. family____
         $10 yr. senior (55 & over)____ $10 student____

Send to: Oregon Aviation & Space Museum
         78833 Airport Road,, Cottage Grove, Or 97424
New and renewing members

OREGON AIR & SPACE MUSEUM
Randy Stout, Eugene, Founding Member
Sharon Lamont, Eugene, upgraded to Lifetime
Walter Ericksen, The Dalles
David Foland, Gresham
Sue Petersen, Aloha
Bill Compton, Canby
Tim Smith, Florence
Jeff & Tom Lamont, Hillsboro

OREGON AVIATION & SPACE MUSEUM
Tony & Mary Ann Baby, Kirkland, Washington, Family, New
Kathi Joy, Roseburg, Individual, New
Harold Bullock, Hillsboro
Roy Collier, Talent
Isabel Van Lom, Portland
Willard Willingham, Portland
Dennis Whittington, Creswell
Jane Phillips, Eugene
Fred & Lena Davis, Portland

James & Karen Elkins, Salem
Pat Bruck, Roseburg
Clamore Needham, Roseburg
Royce Beatty, Myrtle Creek
Victoria Shannon, Beaverton
Merle Hennigh, Eugene
Carl & Virginia Falk, Troutdale
Jim Moskal, Salem
Ger Nyman, Casa Grande, Arizona
Lloyd Jones, Portland
Edward Lorr, Grants Pass
Clifford Schrock, Portland
Earlan Perry, Cottage Grove
Dixon Van Ausdell, Salem
Gary & Linda Mayfield, Medford
Herb & Barbara Jenkins, Albany
Jerry Weinheimer, Gold Beach
Dorothy Collier, Klamath Falls
Lowell Shultz, Creswell
Don Generaux, Vancouver, Washington
George Genevro, Salem
Roy Niederer, La Grande
Paul & Lola Skirvin, Monmouth