STATE SAYS "GO"

Oregon Aeronautics notified OAM Secretary Elwood Hedberg on October 9th that "...your plans are approved, you may construct your hangar!" This is great news which follows a frustrating eight months of delay occasioned by negotiations between the State and a local developer for another possible use for the parcel under lease by the museum. "...That is all behind us now." said Board President Roger Starr during a phone call to OAM officers. "We need to crank up the process to coordinate the building contractor, construction power, and engage a local electrician and plumber."

Roger has appointed Wil Heath and Royce Beatty to work with the various contractors and asked Elwood Hedberg to continue his role as project engineer. Rex Hume will step in to supervise the internal finish work after the building shell is completed. Roger will head up the Capital Fund-raising efforts which have been on hold pending assurance the project would go forward.

CONSTRUCTION SCHEDULE ANNOUNCED

M&W Building Supply Co. in Canby, Oregon was awarded the contract for the basic 50' x 80' building last spring before the project was put on hold. They were informed on October 9th that the project was a go and were given a copy of the approved building permit which had been available for several months.

The earliest date they can proceed is the week of December 28th although a delay or cancellation of another project might allow work to start sooner.

The 48' wide x 14' high hangar door has been on order from Horton Stack Door in Wellington, Kansas since last April, with a hold on manufacture and delivery until the project was assured. As of this writing, it is in their schedule for delivery about the first of February 1999.

The concrete floor will be poured by a local contractor after the building shell is completed and the rough plumbing and electrical work is done.

Following Wilbur Heath's instructions, the Emerald PUD has installed the necessary underground electrical service to a pad mount transformer near the building site. This will provide construction power and will be the source for building power as soon as the shell is finished.

CAPITAL CAMPAIGN RESUMES

"The Directors have made personal donations and pledges for almost half the initial project cost" said President Roger Starr, after review of the construction budget.

"We are today launching a full court press to raise $50,000 to complete the initial phase of the building and start construction of the mezzanine storage deck, archive storage room, restrooms and shop."

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I SAW TEX FLY CLUB
by Ron Bartley

Membership in the ISTF Club has now grown to 93. Several new members joined as a result of reading an article about Tex, Dorothy and N315Y recently published in the Retired United (Airlines) Pilots Association newsletter.

Many of the ISTF Club members have distinguished military and civilian aviation careers. One such member is Clifford Stout of Medford, Oregon whose career began in 1943 with the ATC Ferry Division of the US Air Force. He joined Douglas Aircraft in 1956 where he flew C-54's between Santa Monica and Cape Kennedy. Later he conducted experimental flight test on DC-6, DC-7, DC-8 and DC-9 aircraft. He became the manager of the DC-10 project, and personally flew the stall and flutter investigation flights. In 1992, after more than 18,000 hours logged, Cliff received the Wings Club Distinguished Achievement Award for aviation test pilots. Fellow recipients that year included: Scott Crossfield, "Tex" Johnston and "Tony" LeVier.

The Museum was very pleased to receive the donation by Cliff of a beautiful gold foil image of the Douglas Cloudster. This unique example of aviation art has been framed for protection and future display. The Cloudster was an open cockpit biplane built in 1921. It was the first airplane built by the Douglas (Aircraft) Company. Douglas created the gold foil image in 1953 to commemorate the 50th anniversary of powered flight.

Progress is being made on the Great Lakes restoration project. Donations of money and parts continue to be received. Contact has been made with an individual who is considering the donation of a Menasco engine for the project. After the Great Lakes inventory is completed, the construction of one of the original wing panels is planned.

With year-end tax considerations in mind, please remember that donations to the Great Lakes project are tax deductible.

Rankin Honored

Oregon aviation pioneer J.G. "Tex" Rankin was inducted into the International Aerobatics Hall of Fame during ceremonies held October 23, 1998 at the EAA Aviation Museum in Oshkosh, Wisconsin. Tex is pictured above after winning the 1937 International Aerobatic Competition. Other 1998 inductees included: Bill Barber, Ron Jocelyn, Harold Neuman, and Tom Poberezny.

Photo courtesy of Walt Bohrer

The Oregon Aviation Museum Newsletter is published by the museum (PO Box 553, Cottage Grove OR 97424 email oamuseum@aol.com). Editor is William Villani. Contributions from members are welcome but should concern Oregon aviation history.