Walt Rupert
March 7, 1907 - October 28, 1999

Walt Rupert and his Rupert Special. Photo taken ca. 1939.

Walt was born in Springfield, Missouri, where he lived until he and his family moved to north Portland, in March 1920. After graduating from Benson Polytechnic High School, he worked for 15 years as an electrician for Faulkner Electric. Walt started flying in 1930, logging over 30,000 hours in a career that spanned almost seven decades, and achieving altitude and speed records. During WWII, he was an aviation instructor for the military. As owner and operator of the Rupert Flying Service at Bernard Airport in Beaverton he taught flying, built airplanes, and inspected and maintained aircraft until the business closed in 1969. Never really retiring he continued to work on mostly antique aircraft engines out of his home. The Oregon Aviation Historical Society is privileged to own Walt's Rupert Special.
RANDOM FLIGHT

By Roger Starr

Congratulations are due to Director Allen Alsing for his election to the office of President of the Board of Trustees for the Southern Oregon Historical Society for 1999-2000. Al has been a very important member of OAHS for many years. If his contributions to our origination are any measure, SOHS will benefit greatly from his leadership.

Speaking of contributions, members are reminded that your Society is willing and able to receive donations of more than money. Securities can be transferred into our brokerage account, artifacts can be received and other items that may be sold by the Society are most welcome. A good example of the latter recently occurred. OAHS was fortunate in receiving an automobile the owner had considered selling. Rather than face the challenge and expense of selling it, the owner decided that a contribution to the Society would serve two purposes. One, it would result in a tax deductible contribution of the fair market value of the vehicle. Second, it relieved the owner of dealing with the sometimes unpleasant and time-consuming task of dealing with potential buyers.

Looking for a holiday gift idea? Consider a membership in the Society. Associate membership is only $25. I can tell you from personal experience that gift memberships are very much appreciated by the recipient. We also have new T-shirts available for only $12. A small logo appears on the left breast area and larger version on the back. They are white with blue printing. The wee ones love the larger sizes for nightshirts! A quick note to our post office address or call to any of the Directors will help shorten your Christmas list.
ISTF News
by Ron Bartley

The August newsletter included a photograph which showed the new wood compression struts and intermediate ribs that Tex added to the Great Lakes wings for his high-stress aerobatic maneuvers.

The two photos in this issue show most of the 105+ new aluminum factory-made ribs for the wings, center section, ailerons, and nose ribs. These parts have now been cleaned and treated chemically to prevent corrosion, all with donated labor.

It's interesting to note that when this Great Lakes crashed in 1968, it was the result of wing failure. A subsequent investigation concluded the crash was caused by a weakened wing spar damaged during an emergency landing in 1966.

A special thanks is extended to Wes Hartley, Merle Mills and Arnold Meads for their time, labor and/or materials donated to the wing rib project.

(See Page 5 for breaking news.)

BOARD DECISIONS

Several important actions were taken at the October 9, 1999, Board of Directors meeting. Royce Beatty was elected corporate secretary to fill the term left vacant by the death of Elwood Hedberg. Since Royce was the vice president, that position was filled by the election of Wilbur Heath.

The Oregon Aviation History Center was chosen as the name for our storage/restoration facility at the Cottage Grove airport. The library in the History Center was named in honor of long-time board member Elwood Hedberg and will be known as the Elwood Hedberg Aviation Resource Library.

Bits of the Past

This advertisement appeared in the March, 1937 classifieds of Western Flying magazine.

HISTORY'S CLASSIFIEDS

These classifieds are taken from the magazine Western Flying, which many of our readers will remember from its publication days in the Golden Age. For the historian they offer a glimpse into aircraft movements during the period, which can be useful given the paucity of official documents that survive from the era. If you have any comments or reminiscences, or can help identify the planes in question, please write in. And remember, though they may get you salivating, don't call on any of these ads - they're over fifty years old!

- Ed.


EAGLEROCK - J-5. Good condition. 790 hours total time. 115 hours since motor major. Licensed to March, 1938. $1095. 1335 N. Winchell St., Portland, Oregon. (August, 1937)


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OAHS Out and About

Visitors to the Heritage Mall in Albany are seen here enjoying a bit of history during the OAHS display July 29 - August 1.

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WANT LIST - needed for the History Center

- Sinks: 1 ea. Universal R44682 wheelchair lavatory or equiv.
  1 ea. Universal R4619 Bradford lavatory or equiv.


- Pantry Sink: 1 ea. American Standard 7020.027 flat rim sink or equiv.


- Deep sink faucets: 1 ea.

- Sheetrock Taping and Texturing: Donated labor by a professional sheetrock finisher

- Custom Cabinets: Donated labor by a professional cabinet maker

Please call any director if you know of a source for any of the above
URGENT - URGENT - URGENT - URGENT - URGENT - URGENT - URGENT

The Society has located a Menasco engine that is available for purchase. This engine would be ideal for the Great Lakes project. However, monies are URGENTLY NEEDED to complete the acquisition. Please help in this season of giving. A donation will help ensure a historically accurate, flying restoration, and will also be tax-deductible. Send your check today!

URGENT - URGENT - URGENT - URGENT - URGENT - URGENT - URGENT

THE ELWOOD HEDBERG ENDOWMENT FUND

In order to help provide a long-term source of revenue necessary for the normal operating costs of the Oregon Aviation History Center, the Elwood Hedberg Endowment Fund was established in June 1999. As reported in the August Newsletter, the income generated from the invested principal will help pay for such expenses as utilities, insurance, ground lease, repairs and other costs associated with the operation of the History Center.

To date, nearly $4,000 has been donated to this fund. An endowment is an integral part of the Society’s continuing financial health. It helps ensure a stable source of monies for at least a portion of the daily operating costs and allows other funding sources to be used in helping fulfill our mission of collecting, preserving, restoring and exhibiting Oregon aviation artifacts. In order to generate the necessary income, the fund’s principal will need to grow to at least $30,000.

When you renew your membership, please consider an extra contribution to the endowment fund. A little now helps for a long time to come.

Show The Colors!

Just in time for Christmas! These colorful, high-quality OAHS T-shirts are available for just $12 each. Sizes available: M, L and XL.
Wish List

You can play Santa Claus this giving season by helping the society with its shop needs. We have a building now but require a number of items for our restoration projects. So check the garage, shed or barn and remember, donations are tax-deductible!

Air Compressor
Metal Lathe
Small Milling Machine
Part Cleaning Tank
Benches and Cabinets (on three walls)
Small Forklift
Golf Cart/Tow Tug
Planer/Jointer - 6"
Toolbox/Rollaway
Chain Hoist/I-beam/Trolley
Portable Air Tank

Portable Tool/Parts Cart
Solvent Spraygun
Small Oven
Drop Work Lights (2)
Metal Shear
Metal Brake
Hydraulic Press
Work Benches
Cabinets
Bench Vise
Power Hacksaw

Oregon Aviation Historical Society
PO Box 553
Cottage Grove, OR 97424

ADDRESS CORRECTION REQUESTED