Silverton Air Circus:
As reported in Pacific Airport News - August 1928

If you want to really enjoy yourself and meet a bunch of real people, don't miss the third annual Air Circus at Silverton, Oregon, in 1929.

Their second annual affair of this kind was staged Sunday, June 24, under the direction of the American Legion, and it sure was a real "bang-up" affair, not a dull minute the whole day, and the crowd of 10,000 people were kept on their toes every minute of the time, even though a goodly number of that 10,000 were without the gates, parked in cars along the roadway. It's peculiar to us that the bird that owns an auto is too cheap to pay fifty cents to help promote aviation.

Silverton has one of the best inland airports in the Pacific Northwest and is certainly to be congratulated on its enterprise and foresight. The large three-place hangar is of modern type and the field is fenced and well taken care of with ample room for landings and take-offs without obstructions.

Twenty planes of various commercial types from all over Oregon as well as two army planes from Pearson Field, Vancouver Barracks, with Capt. A. I. Eagle in command, were in attendance. Captain Eagle was presented with a trophy for his cooperation and assistance in helping make the circus a success. Capt. O. W. Fruborn, Signal Officer in charge of the U. S. Signal Corps at Vancouver Barracks and a detachment of men supplied the address system which was in excellent working order at all times.

The race from the Portland airport to Silverton, staged on Saturday afternoon, for stock planes equipped with 90 h. p. OX-5 engines, was won by Lieut. A. B. Mackenzie with his American Eagle biplane, securing the J. C. Penney trophy in 22 minutes, 45 seconds. Floyd E. Keadle in an Eaglelock, won second prize, $40; and C. G. Graul in a Waco, third, $20.

Dick Rankin was declared winner in the streamline, hopped-up, plane contest, being the only flier to finish this race. He was awarded the Silver Falls Timber company trophy.

Basil Russell, a Vancouver flier in the Bush Flying Service Travelair biplane, was forced down in a field near Beaverton but was not injured.

Continued on page 4
RANDOM FLIGHT

By Roger Starr

The year 2000 has come and gone. It was a very good year for your Society. Final inspection was passed on the History Center, new members joined, restoration projects progressed nicely and several meaningful exhibits were displayed at various locations.

Financially, we were extremely fortunate to receive several very significant donations. These were unexpected and therefore all the more meaningful. I like surprises!

This support comes with a price however. I am struck with the realization that such support helps in a significant manner to eliminate one excuse not to accomplish a task. “You have the money, now go to it!” Ok, we shall.

Often times I am truly unable to express my, and the Society’s gratitude for such support. The only way of acknowledging such generosity is with action. There are a number of projects that can go forward earlier than anticipated due to these donations.

One major benefit derived from such generosity is the message it conveys to those engaged in carrying out the various projects and tasks of the Society. It helps to buoy their spirit and spur them to accomplish even more.

I would like one more time to say thank you to all who have upgraded their membership category, been responsible for recruiting new members and especially those who have seen what we have accomplished to date and have given us a vote of confidence and the means to continue to preserve something meaningful for our fellow citizens.

We have added a new member to the OAHS board of directors. His name is Jack Coshow and his game is enthusiasm! Jack was elected to the board at our annual meeting in April. He has a long and interesting aviation career. Recognized for his dedication to organizing the library and enthusiastic greeting of visitors, Jack is a natural addition to our board. Jack and his wife Jean live in Eugene.
Annual Meeting Held
April 21st

The Oregon Aviation History Center was once again the site of our annual meeting. Orley Kingzett of Cottage Grove was very well received as our program. Mr. Kingzett related his personal aviation related experiences just prior to and during WWII. We look forward to hearing the “rest of his story”.

OAHS Vice President Wil Heath (left) with fellow Cottage Grove resident Orley Kingzett.

I Saw Tex Fly
News
by Ron Bartley

Assembly of the lower left Great Lakes wing has finally been completed, and is now being used as a guide for the lower right wing. It has been a very time-consuming project because many of the wing parts and fittings had to be made. Also the modifications made by Tex in 1938 have complicated the construction.

Funds for the Great Lakes restoration are being raised by selling raffle tickets for three of the Great Lakes wing ribs that survived the 1968 crash. The ribs have been mounted on three attractive, framed plaques (above right) that will be accompanied by Certificates of Authenticity. They are true artifacts from the golden age of aviation.

The raffle tickets can be purchased for $5.00 each from OAHS, P.O. Box 553, and Cottage Grove, OR 97424. Or, contact Wil Heath 541-942-2567 or me at 541-482-8930. A winning number will be drawn after each 100 ticket sales.

LENHARDT INTERPRETIVE CENTER ESTABLISHED

Jack Lenhardt has generously offered The Oregon Aviation Historical Society the opportunity to display artifacts and other interpretive material at Lenhardt’s Airpark. This privately owned, public use airport was started by Jack across the road from his parents’ Hubbard farm in the early 1950’s. Jack is a member of OAHS who has a long list of restoration accomplishments to his credit.

We currently have the Longster and Super V on display in a newly completed hangar. Thanks to the efforts of Bill and Willie Robinet, Doug Yarbrough and Wil Heath, the Super V was flown from Tillamook Air Museum to Lenhardt’s Airpark on May 21st. Additionally, our Rupert Special was recently moved into Jack’s restoration shop. Jim Prosser has volunteered to undertake the restoration of this example of Oregon’s very early homebuilt aircraft.

Future displays will focus on the history of aviation in the upper Willamette Valley. Anyone with artifacts, articles or other historically significant items is encouraged to contact us for possible display at the Lenhardt facility.

The modest display so far on site has already been responsible for garnering new members and interest for the Society. Stay tuned for further developments at Lenhardt’s in future issues of the Newsletter.
Aerial maneuvers started Sunday morning with formation flying over Silverton and Salem, led by Captain Eagle. The loop contest was won by F. Keadle who took the Legard and Adams trophy. Lieutenant Case was second, Basil Russell, third.

Contestants were judged for the greatest number and the most perfect loop. The 10-mile OX-5 Standard plane race was won by "Tex" Rankin in seven minutes and 31 seconds. Keadle was second in seven minute and 32 seconds.

The dead stick landing contest or the Patty Motor Car company prize was won by Arthur Mackenzie, who landed three feet from the mark on the field. Goldsmith was second, with Rankin third.

Keadle and Rankin won first in the relay race with the Mackenzie team second. The stunt contest ended in a tie between "Tex" Rankin and Lieutenant Case, with Goldsmith third.

Parachute jumps were made by Lockwood of Seattle, who went 2,200 feet and Fred Stump of Beaverton who dropped 1,500 feet, and Johnnie Walker thrilled the crowd by riding the top wing of a plane flying an American flag to the breeze and remaining in the same position while the plane did a loop. He then proceeded to walk all over the wings while the plane was still in the air.

"Tex" Rankin was awarded the Ames Hardware trophy and George W. Steelhammer trophy for the largest and smallest planes on the field.
The Society Would Like to Thank the Following Volunteers for helping set up, staff, and take down our very fine display at the Oregon Air Fair:

Tom Bedell, Jack Coshow, Ray Costello, Walt Dunden, Jan Hedberg, Doug Kindred, George Poling, Carol Skinner, Hal Skinner, Roger Starr, Tim Talen, Doug Yarbrough
**WISH LIST**

Thanks to a recent donation by Royce Beatty, we now have a modern computer system. This includes a printer and scanner. Thanks Royce!

Please review the list below for any item(s) you may be able to donate or leads for a contribution.

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