



# *Oregon Aviation Historical Society*

*N e w s l e t t e r*

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## **OAHS Anzani Longster Returns to Cottage Grove**

*by Hal Skinner*

The museum-owned replica of the Anzani Longster has been stored at the Lenhardt Airfield in Hubbard, Oregon ever since the close of the OAHS interpretive center there. It was a part of the display at the satellite OAHS museum at that location.

The airport apparently lacked the proper zoning for an aviation display on the field, and accordingly had to be discontinued. It seems very strange — aviation activity not allowed on an airport! Such is the wisdom of the powers that be, I guess.

Early in November, Tim Talen arranged to transfer the plane back to the History Center in Cottage Grove in anticipation of re-attaching the wings, installing the LCC Anzani engine and performing some minor repair. It adds to the growing collection of early Oregon aviation aircraft that the Society now owns.



*The Anzani Longster — Photo by Tim Talen*



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[www.oregonaviation.org](http://www.oregonaviation.org)

## Random Flight

*by Roger Starr*



It is obvious from the additional materials included with this Newsletter that membership renewal time is upon us. I would strongly encourage you to respond with your renewal payment as soon as possible. The earlier we can determine our membership income the better we are able to plan what projects can be undertaken in 2006. Also, please note that you can increase your membership category by simply indicating so on the renewal form. We will send an updated membership card reflecting your correct category. Additional contributions for specific projects and our endowment fund can also be noted on the renewal form.

Even though life members are not required to make a specific membership pledge, please remember that the support you provided many years ago was most appreciated but does not help with our continuing need to fund current operations.

I would also encourage everyone to consider a gift membership for someone you feel would be a supporter of OAHS. You can use the membership form included in the newsletter or on our web site for this purpose.

Just a reminder that donations to the Society may be in the form of other than cash. We have accepted vehicles to aircraft parts that we in turn sell. Also appreciated assets such as securities are a very good candidate for donation to OAHS. You are able to take a charitable contribution for the fair market value of the asset, thereby avoiding paying the income tax on its sale.

The History Center has seen an increase in activity during the past year with such projects as the airway beacon tower and cataloging of our ever increasing artifact inventory. There are always opportunities available for volunteers to assist. I would ask that those who are able to spend a few hours at the Center contact Wil Heath to let him know of your availability. We do not ask for any long-term commitment or a minimum number of hours. We will have someone available to show you what needs to be done and work along side you. There are a number of tasks that require no particular skills. However if you do have particular skill, please let us know.

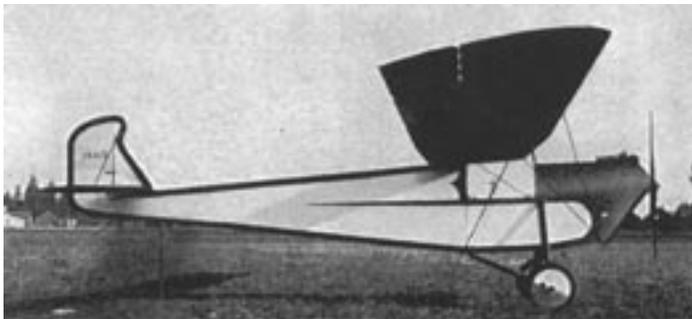
Thanks to everyone who has supported our efforts this past year and I truly hope 2006 brings you health and happiness.

## Leslie Long — Aircraft Designer

by Hal Skinner

Oregon native Leslie Long, a pioneer in aviation, pretty much did it all. He designed successful airplanes in the 1920s and 1930s, wrote aviation articles for publication and was the founder the Light Plane Association of America. Les was a visionary passionately defending the privilege of building and flying homebuilt aircraft.

Les designed nine different aircraft. They were simple, affordable and easy to construct with build-it yourself plans, materials and cost lists sold through aviation publications. In fact, developments of the long designs still fly today and play a major role in every 'experimental' licensed aircraft of today.



*The Henderson Longster*

Les's mid-wing Longster was one of Mechanix Illustrated and Inventions most popular designs. The Anzani Longster replica of OAHS is one of these. It was built in the aircraft restoration class taught by Tim Talen at Lane Community College. Next came a parasol and finally the low-wing Longster that we would recognize in the other aircraft that would come to follow its beginnings.



*Leslie Long*

The low-wing became Long's Wimpy. The plane transformed into the Tom Story Special and ultimately into Pete Bowers Fly Baby. It also became the Little Gee Bee which George Bogardus flew from Troutdale, Oregon to Washington, D.C., petitioning the then C.A.A. to legalize home-built aircraft.

In 1969, Air Progress called Les Long and his Longster, the plane that helped save homebuilding. Every experimental aircraft of today can look back to the contribution to their freedom of flying of Les Long, George Bogardus and the Long inspired Little Gee Bee as they take to the skies in their own home-built airplane.

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## OAHS Visits the McMinnville Fly-In

As you can see, the Society had a very visible presence at the McMinnville Annual Fly-In this summer. Combined with the Oregon Antique & Classic Aircraft Club, our display was right at the spectator entrance.. Vice President Wilbur Heath's award winning 1948 Aeronca Sedan formed the background and made our information tent a must stop for flyin visitors. They were able to learn of the Society, pick up brochures, view the mystery engine and see the large photo of Oregon State aircraft license plates. Those plates are a part of the Myron Buswell collection that is on loan to the OAHS.



*Photo by Gretchen Bencene*

## Historic Aircraft Donated

### “Wimpy” Returns to Oregon

by Hal Skinner

A very generous donation by Roy Olson of San Diego, California brings another early Oregon homebuilt back to the state. As this article is written the plane is in Bakersfield, CA and as you read it the Wimpy will be at the History Center in Cottage Grove. The Wimpy was the last of the successful Les Long designs of the twenties and thirties. This particular ship was built by Al Ball and Swede Ralston at Les’ shop in Cornelius, Oregon in 1935.

Oregon Aviation Hall of Fame member Myron Buswell bought the airplane in 1938, flying it from Bernard Field, home of the “Beaverton Outlaws”. Buz did change the Wimpy to his liking which included a sliding canopy for more enjoyable operation in the Oregon winters. Plans for wheel fairings were never completed.

During the plane’s active flying it was also owned by Darrell DeLong, a founding member of the Eugene EAA Chapter #31. A careful inspection of the photograph will show a metal license plate on the fuselage forward of the windscreen. Those licenses were actually issued by the State of Oregon and OAHS has that particular number 2 plate at the History Center. The Society plans to restore this significant donation into the configuration as it was when owned and flown by Buswell.



The “Wimpy” Longster

## The Society is in Need of These Items

Easels  
Spray Gun  
Mannequins  
Die Grinder  
English Wheel

Solvent  
Belt/Disc Sander  
Metal Brake/Shear  
Drop Work Lights  
Maybe other stuff, too!

Variable Speed Band Saw  
In-Focus Projector  
6’ Rollaway Toolbox  
Milling Maching (small)

The list above is the same as the list in the last issue of the newsletter. However, each item is still on our wish and want list.

Here’s something new: We really need people to volunteer their time and talent. We have several options for you to really be a part of the preservation of Oregon Aviation History.

Consider becoming personally involved while joining us for great lunches at the same time! “What do I do?” Just phone the center at (541) 767-0244 and leave a message.

## Jim Wright — H-1 Supplies

The OAHS has been given the remaining Highes H-1 T-Shirts, specialty pins and copies of the AIR & SPACE magazine featuring Jim Wright's replica of the Howard Hughes racer. The Society now has them for sale. For \$10.00 you can purchase a T-Shirt, pin and copy of the magazine. One half of the purchase price will be donated to the Jim Wright Foundation at Lane Community College. When ordering, please add \$5.00 for mailing.

If you would like to order a shirt, pin and magazine, please complete the form below and return to the OAHS with your payment.

**Shirt Size:**

Small       Medium       Large       XL       XXL

**Color:**

Aqua       Grey       White

**Your Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



## Myron “Buz” Buswell October 20, 1918-September 24, 2005

By Carol Skinner, Archivist

Oregon aviation lost one of the last “Beaverton Outlaws” when Myron “Buz” Buswell died last September. He learned to fly at Bernard Field in Beaverton, OR in 1938 and was one of the directors of the Oregon Airmen’s Association which was formed to thwart the Civil Aeronautics Administration in their efforts to require Oregon state licensed pilots to obtain Federal pilots licenses.

Buz was born in Portland and, except for service in the Army Air Corps during WWII, he spent all his life in Oregon. He served as a pilot on a B-24J Liberator, 5th Bomb Group, 13th Air Force. He was copilot on one of the longest raids in history, 16 hours round trip, and flew 42 combat missions. He was discharged as a Captain in 1945 and was awarded the Air Medal with three Oak Leaf Clusters.

In 1947, Buz married Jean Briscoe, who died in 2003, and they are survived by two daughters, Annette Whittington of Creswell, OR and Lisa Dahl of Salem, OR. Buz and Jean managed the Lakeview, OR airport for 32 years during which time Buz became a certified master mechanic

(he was awarded the Charles Taylor Award by the FAA) and an instructor. Buz estimated that if he added up all the hour he had flown, it would be about five years.

The Buswells moved to Independence, OR in 1983 where Buz continued to fly his beloved Shinn-Varga and give instruction. He also worked as a consultant and mechanic for II Morrow, Inc.



Buz and his “Wimpy”

Buz loved to have visitors and telephone calls, no matter what time of the day or night. He was meticulous in saving and labeling photos and articles about Oregon aviators, especially the early ones. One of his prized possessions was a collection of aircraft license plates issued by the State of Oregon through 1941. These plates — on loan

to the OAHS — are wonderful evidence of the days when Oregon was the first state in the nation to create a Department of Aeronautics.

Buz was inducted into the Oregon Aviation Hall of Fame in 2004. His first airplane, the “Wimpy” has been donated to OAHS and his daughters have asked that any contributions in Buz’s memory go toward the restoration of that airplane.

## Airway Beacon Tower Work Completed

### Aviation History Center, Cottage Grove, Oregon

By Hal Skinner

The addition of a cement base and directional arrow brings the tower construction project to a close as of October, 2005. The cement 'arrow' was a directional instruction for pilots flying daytime VFR when the beacon light is less effective. The feather end (beginning at the south approach) points 225 degrees to the from direction of the immediate prior tower on a Northerly flight and the arrow point end aligns 360 degrees with the next tower north.

The cement base and arrow have been painted with high visibility yellow and is outlined in black. The locator identification number (45) has been added to the arrow feather, or approach end from the south.

This has been a major project with a huge amount of time involved in bringing a significant local artifact back to the condition in which it now proudly stands. It gives a very unique identity to the History Center building. Wilbur Heath and Doug Yarbrough took the lead with many of you contributing untold hours to the restoration. Special thanks go to them and to Jack Erickson (skycrane), Marty Martin (pilot), John Hyland (mobile crane) and Jim Davis (operator).



Photo by Hal Skinner

## Hall of Fame Display Finished

By Hal Skinner

The entryway into the History Center has a new look dedicated completely to our pioneers of Oregon Aviation as they are inducted into the Oregon Aviation Hall of Fame. The display was designed by Hal Skinner and begun several months ago. Standard sized photos along with a brief description of the aviation career of each inductee were placed in a track that would allow for new additions to be honored as they become elected. Now, Doug Kindred has arranged for large Plexiglas clear sheets to be attached to the wall that display the lettering of the Hall of Fame and, to the left of the member photos, the OAHS logo.



Oregon Hall of Fame — Photo by Hal Skinner

## Join the OAHS!

If you're not yet a member, we invite you to join the Society in its efforts to preserve and celebrate Oregon Aviation History. Fill in the blanks and return to:

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

Contributor - \$100

Sustaining - \$50

Family - \$35

Associate - \$25

Name \_\_\_\_\_ Date \_\_\_\_\_

Address \_\_\_\_\_ Home Phone (\_\_\_\_)\_\_\_\_-\_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Current/Former Occupation \_\_\_\_\_

I am Interested in Volunteering \_\_\_\_\_

Skills and Interests \_\_\_\_\_

\_\_\_\_\_

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