



Oregon Aviation Historical Society

N e w s l e t t e r

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OREGON AVIATION HALL OF FAME INDUCTIONS SCHEDULED

Three native Oregonians have been selected for induction into the Oregon Aviation Hall of Fame for 2006, designated "THE YEAR OF THE OREGON HOMEBUILDER". All three have also been inducted into the Experimental Aircraft Association's Homebuilders Hall of Fame.

Leslie Long lived in Cornelius, Oregon where he designed a series of simple, affordable and easy to build airplanes. Between 1925 and 1935, he designed nine different airplanes and sold "build-it-yourself" plans through ads in magazines. Les died in January, 1945.

George Bogardus was born at Cascade Locks, Oregon and became interested in aircraft at an early age. George flew his homebuilt plane "Little Gee Bee" from Oregon to Washington, D.C. to petition federal officials to recognize and legalize flying homebuilt aircraft. George died in September, 1997.

Richard VanGrunsven was born near Forest Grove and has become the most successful designer of homebuilt aircraft in history. More than 4,700 RVs from Van's Aircraft at the Aurora Airport are flying worldwide with many more under construction. Dick lives at North Plains and continues to design more RVs.

Please note:

Induction ceremonies will be held at the Columbia Aviation Association clubhouse at the Aurora Airport on Sunday, October 8. A no-host reception will begin at 12:00pm followed by a buffet lunch and inductions. Cost is \$23.00 per person and attendance is limited to the first 125 reservations. Anyone interested in attending should contact OAHS, P.O.Box 553, Cottage Grove, OR 97424 or email fly_guys@msn.com. Reservations, along with your fees must be received by September 25. Admission tickets will be mailed to you.



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www.oregonaviation.org

Random Flight

by Roger Starr

It is always a pleasure to introduce new board members to you. At the April board meeting two members were appointed to the board. They are Hal Skinner and Tom Urban.



You may recall that Hal has served previously on the board and obviously just could not go any longer without having yet another meeting to attend! He is a welcome addition to the board with his past service and membership since 1986. Hal is a Life Member of the Society. He is also our Newsletter editor. And a fine one at that! Thanks Hal for your willingness to be of service to the membership in yet another way.

Tom is also a Life Member, having joined in 1989. He recently retired from the University of Oregon art department where he was an administrator and instructor. Like many of us, Tom is a pilot who enjoys the older airplanes and the history they represent. Thanks Tom for agreeing to join the board. The work has just begun!

As with most small organizations such as OAHS, board members tend to be the most active members in carrying out the activities of the Society. The membership is fortunate to have a very dedicated group on the board. It is truly amazing to see what a small number of hard working individuals can accomplish in furthering the goals of your Society. It has also been very gratifying to have several other members pitch in as they are able. If you have not had an opportunity to help out so far, please consider doing so. I think you will get as much out of volunteering as you put in. Maybe a bit more!

From the May 1939 issue of WESTERN FLYING

“YATES AND GREENWOOD FORM NORTH PACIFIC AIRCRAFT CORP.

North Pacific Aircraft Corporation has been formed in Seattle by George Yates and Allan D. Greenwood, to produce the Bicraft, a bimotored plane of geodetic construction, powered with two 50 h.p. Menasco engines.”

Happenings at the Museum

by Hal Skinner

April 22nd was the date of the **2006 OAHS annual meeting** at the History Center on Jim Wright Field, Cottage Grove, Oregon. The day was sunny for flying in, and began with a no-host deli-lunch in the hangar. In the absence of President Roger Starr, the meeting was called to order by Vice President Wilbur Heath, who reported on the activities of the Society during the past year, and announced the following changes to the board of directors. Lifetime member Malcolm Buffum has retired from the board and new directors Tom Urban and Hal Skinner were both appointed as board members. This is the first appointment for Tom, who is a lifetime member and the second time around for life member Hal Skinner. Thank you Malcolm for many years of service. An outstanding program entitled “Some Firsts in Aviation History and Homebuilding” was presented by Bill Austin.



The 1930 **Anzani Longster** was on a two week display at a local supermarket in July. Ralph's Place Market in Cottage Grove and Pepsi Cola made space available to the OAHS replica to be seen by shoppers at the food store. The often repeated question of the period was, “how'd you get that thing in here?” Then, coming in a close second was the comment that local patrons had no idea that an aviation museum was located in their city. The Longster, Leslie Long's first design, faced straight toward the front entrance, so it was the first thing seen by market shoppers. Pictured holding the OAHS banner are from left, Carol Skinner, Tim Talen, Wilbur Heath, Doug Yarbrough and Catherine Heath.

Three **engines** have been donated to OAHS during the summer. Pictured here are Wilbur Heath and a volunteer loading a 175 h.p. 1941 Ranger into the bed of a pickup for return to the History Center. A few weeks later the crew returned to load a W-670 into the truck for



recovery. The generous donations were from Dick Ruble of Elkon, Oregon. Additionally, the 1919 Anzani three cylinder engine was loaned by Lane Community College for placement on the Longster replica. Thanks very much for these important contributions.

The “Wimpy” restoration is underway at Bill Austin's wing ‘hangar’ with ribs quickly being completed. The Stinson SR5-E continues to make progress toward flight under the tenacious work of director Rex Hume. We certainly look forward to seeing these projects on display at the History Center. Additionally, the Hester/Rankin Great Lakes fuselage has been moved to the restoration shop of Tim Talen. Plans are for the woodwork to be completed there. With the wings and ailerons completed, the fuselage awaits.

Financial grants were received during the summer months. The Douglas Wagner Fund of the Oregon Community Foundation gave \$5,000.00 for general use and the Dorothy Hester Fund added an annual contribution of \$1,112.00. An unsolicited gift of \$1,000.00 came from Jeanette Hofer. Thank you for these gifts. We appreciate your faithfulness very much.

Edna Carl has donated a presentation copy limited edition print of her husband in action over Guadalcanal, earning his fifth victory and making Oregon Aviation Hall of Fame member Marion Carl the first Marine Corps ‘Ace’.

Betty Wright has donated copies of certifications of the world speed record set by Jim Wright in the Huges Racer. She included a limited edition print of the event and two photos of her husband. They are mounted on the hangar wall in a Jim Wright memorial display.

The society was given the collection of Eugene Cooper, the first President of the Oregon Pilots Association. It included several historic documents and will be the subject of an article in a future newsletter.

A reminder to members that the OAHS **documentary DVD** is completed and ready to be shown to your service club or other group. Just contact a board member to arrange for a convenient time and place. It's truly something you can be proud to share with others.

The Society hosted several events too. Among those were the Jim Wright Memorial Stearman Fly-in and the Luscombe Fly-in. Then the Oregon Antique and Classic Aircraft Club began their biennial Oregon Air Tour from the History Center this year. It's just so exciting to have these important groups use the Center facilities.

OAHS DIRECTORS RECEIVE RECOGNITION

Wilbur Heath

An Oregon State University College of Forestry Honorary Fernhopper award was presented to OAHS Vice President Wilbur Heath in recognition of his contributions to forestry in Oregon.

Wil is a native Oregonian, having been born in Cottage Grove. He served in the Army during the Korean war and returned to join the family logging business, Heath Logging Company, in Cottage Grove, later becoming President of the business. He served as the first President of Associated Oregon Loggers 1970-71 and was President again in 1981-82. Wil was President of the Pacific Logging Congress in 1988 and, after several years on the Board of Directors, in 1993-94 was President of the Oregon Logging Conference. For over 30 years, Wil has been a tireless advocate for the timber industry. He provided counsel and connections to at least three generations of Forest Engineering Department Heads at OSU.

Wil is a tireless worker, not only for OAHS, but for many civic organizations, including fundraising for the new Cottage Grove Hospital. He was Cottage Grove's first citizen in 2001, a long overdue honor. OAHS is indeed fortunate to have Wil as a member and Board Vice President.

Ray Costello

OAHS Board member, Ray Costello, was inducted into the Oregon Aviation Hall of Honor in McMinnville in recognition of his longstanding advocacy for general aviation. For 16 years he was AOPA Northwest Regional Representative for Oregon, Washington, Idaho, Montana and Alaska. As such he worked closely with each state's aviation department, the FAA and aviation organizations. During his 45 year involvement in aviation, he has served in the U. S. Air Force flying combat missions in WWII, Korea and Viet Nam. As a civilian, he was employed by the Oregon Aeronautics Division as the Assistant Administrator for Planning and spent two years as Project Director of a study to develop Oregon's first Aviation System Plan.

Ray has been an airport manager, fixed based operator, agricultural applicator, flight instructor and charter pilot. He has had a life long association with the Boy Scouts of America having served in many capacities from Scoutmaster to District Commissioner.

He is a past Vice-President of OAHS and continues as a valued member of the Board of Directors who is deeply committed to the preservation of Oregon aviation history.

The Society is in Need of These Items

Easels

Spray Gun

Mannequins

Die Grinder

Solvent

Belt/Disc Sander

Metal Brake/Shear

Drop Work Lights

Variable Speed Band Saw

English Wheel

6' Rollaway Toolbox

Milling Machine (small)

We need people to volunteer their time and talent. We've 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 or access our website at www.oregonaviation.org and click "contact us". You will be glad you did!

Bogardus “little Gee Bee” Restored

by Bill Austin

While on the recent Oregon Air Tour, I mentioned my interest in the little Gee Bee to Jerry VanGrunsven and an interesting and informative (to me) discussion followed. I told him that the Oregon Aviation Historical Society has acquired the Les Long design “Wimpy” and that I am involved in the early stages of restoration of that historic airplane. As the little Gee Bee is a direct decendent of the Wimpy, it hold a special interest for me.



When George Bogardus passed away he left his estate to the EAA Chapter 105 with Dick VanGrunsven the administrator. The remains of the aircraft were included and as a tribute to George and to homebuilt aviation history, Chapter 105 (Hillsboro) decided to restore it to a non-flying status. I was very pleased to hear that the work had been completed, the airplane ready to go to the chapter hangar at Twin Oaks Airport, and was moved there soon after completion of the air tour. Jerry invited me to come see it and bring along anyone else who was interested. On August 19th, several members of the OAHS went to Twin Oaks where we were hosted by Jerry, Dick and Stan VanGrunsven and had a chance to see and talk about the finished product. They have done a fine restoration with much attention to detail so an important piece of Oregon aviation history is preserved for the future.

For anyone who doesn't know, George Bogardus flew the little Gee Bee to Washington D.C. three times in the late 40's to demonstrate to the then CAA that homebuilt airplanes were safe to fly,* He ultimately succeeded in getting a rules change to make building and flying your own airplane federally legal. We owe our privilege of experimental flying to George Bogardus and certainly our thanks to the members of EAA Chapter 105 that saw the need and provided the time and energy to save this artifact. Hopefully, the Oregon story will be told through the display of this aircraft for a long time to come.

*editor's note: the Bogardus logbooks only record two successful Washington trips.

From the January 1929 issue of WESTERN FLYING

“A spectacular night display of fireworks from an airplane piloted by “Tex” Rankin recently heralded the Texas Oil Company’s entry into the Portland commercial field of gasoline distribution.”

(Editor's note: The following article first appeared in the September 1937 issue of WESTERN FLYING MAGAZINE. It was reprinted in the Antique Airplane Association's Vol. 1 No. 1, 1973, of UNIQUE AIRPLANE REGISTER and is reproduced here with permission from AAA. The Walt and Ann Bohrer Collection is archived at the Oregon Aviation History Center.)

A 1937 AMATEUR AIR MEET

Eugene stages an air meet

By Walt Bohrer

What with the 3rd Annual National Amateur Air Meet, with its flying machines, its dashing Murad-smoking Lochinvars of the sky, helmeted and goggled and adorned in shiny boots, being held in conjunction with Eugene, Oregon's famous Oregon Trail Pageant, the contrast was as striking as comparing Larry Therkelsen to Robert Taylor. Commencing with the banquet—which is when I got there—everything that happened at the air meet, held on the 24th and 25th of July, and sponsored by the Private Flyers Association of America, was a great success.

There were 27 planes and 37 pilots entered in the meet—some of the ships being rather hard to fly and requiring three or four pilots. Of course there was the little matter of a banquet which may or may not have had something to do with more pilots than airplanes arriving on the scene. Those participating in the meet – and the food – and their airplanes, were as follows:

“Flying Queen” **Edna Fielder**, down from Portland in a Challenger-schnozzled Eaglerock; **A. C. “Buddy” Gall**, pooshing a 165-hoss Comet-propelled Briggs monoplane, also from the “City of Roses”; **Art Stevenson**, the “Albany Ace,” in his Taylor Cub; **Chester Stinson** in his Warner purring Eyerly mono from Klamath Falls; **Al Fox** hiccupped over from Springfield in his genet80, NB-8, while brother **Stan Fox** foxed ‘em by arriving

from the same burg in a Fox monoplane sporting an animated eggbeater on the nose called a Henderson (Oh, well, everybody else blames things on Cliff, too!); **Clarence Saville** strutting a Continental-40 powered Springfield Cadet biplane---a nice looking job---and he's ffrom Eugene so he didn't have to go no plane; **E. H. “Holly” Fletcher** was there with a Cirrus-Student Prince from Seattle and **Danny Grecco** hopped down from Vancouver in his ravioli-burning Kinnered Great Lakes; also present was **Harold Briggs** whose Briggs Special with a Cirrus-90 does 185 m.p.h., and he's from Beaverton; of course **Hugh Angle** lilted in from Portland in his Velie Monnycoop to try and see things from a different angle and so was **Tommy Burbee** with one o' them Taylor Cublets; American Eagle Aircraft was represented by **Bob Fulton** of St. Helens, while “**Scotty**” **Macfarlane**, the guy in the kilts from Pasco, Washington, and **Volney Briggs**, of Jennings Lodge, faithfully did the honors for Travel

Air and Lincoln Page---all OX-5'd; in an Eyerly mono from Salem was **C. C. Reynolds** sitting behind a LeBlond 60.

Paul Franklin, the official P.F.A. and Oregon Air Tour photographer, taxied a Ford “A” 40-hoss Manley Heath down from the state capitol; **Lt. F. H. Mears**, up from March Field,

California, had some little old heap---I forget what it was---a Northrop A-17-A, or something like that, with a measley old P & W 720-horse prop-whirler fastened to its prow; **Walt Rupert** and his Salmson 40'd Rupert Special---a Portland creation; **George “Cuppa” Coffee**, Eugene O-double-X Travel Air; **Buford Johnson**, Portland Veiled over his special job and **Don Coffield** showed up with a snazzy looking white J5 Stearman from Beech

Nut Airport, Vancouver, Washington (New Russia); **Roald Hansen**, inside a Taylor Cub, didn't have to go any place --- he was there; **Art Whitaker**, looking more than ever like a portable exhibit of modern streamlining roared in with a new 145-hoss Warner Cessna, and **Mrs. Whitaker**, while **Bill Fry** meandered up from Long Beach, Cal., in





a 90 Warnered Rearwin; **Joe Harrell**, a local boy who practically made good, was on hand with a Menasco Fleet; **H. H. Becket** brung a Challenger-Eaglerock from Swan Island's Commercial Aircraft Company; **Francis Manley** with another Manley-Heath from Salem and, last but by no means least--**Bernadine Lewis King**, of Hollywood, whose airprowess in skywriting and down-side-up flitting is a joy to behold.

More entries

Other entrants in the events were **Fred and Merle Wheeler**, of Eureka, California; **Harold Wagner**, a Portland guy; **Del Blackburn**, another Portland guy; **Lowell Moore**, a Vancouver Stearmanite; **Cecil Powers and Hal Showerman** of Corvallis; **E. L. Cooper** of Multnomah; **Harold Beihne** of Klamath Falls; **Vic Lindahl and Byron Sandner**, Seattle and Tacoma P.F.A. representatives and **Yale Smith**, Eugene, president of the Private Flyers Association of America and points east.

In the altitude event, **Harold Briggs** climbed his Comet-165 Briggster to 21,027 feet, falling 1149 feet short of his last year's mark, but taking the Amateur National Plaque for the second time. If he does it again next year he gets to keep it for keeps. Second was **Yale Smith**, who with an NB-8 and a set of funny Jeffish-looking whiskers soared to 17, 426 feet. In the ultra-light ship altitude affair, **Walt Rupert**, parked under the 25-foot wing of his tiny blue Rupert Special powered by a 40-Salmson plus a cake of yeast, raised himself to an altitude of 17,026 feet for an Amateur National Plaque in that class.

In the spot landing, **Al Fox**, with the inevitable always-present NB-8, was second and **Roald Hansen**, in a Cub, was third. The only reason they didn't get first is because **Frances Manley** did when he mistook the finish line for a row of sandwiches and landed his Manley Heath right on it.

The paper cutting contest was the signal for everybody to start cutting up. In the scrap that followed, "**Scotty**" **Macfarlane**, decked out in his kilties, Travel Aired into first place with nine cuts in 1000 feet; **Tommy Burbee**, dressed in a Taylor Cub, copped second with eight cuts in the same distance while **Harold Briggs** and **Al Fox**, also using airplanes, tied for third with seven cuts each.

Walt Rupert in his abbreviated special found himself in possession of a second Amateur National Plaque after the handicap race of ships under 80 horsepower. **Al Fox** was second with the NB-8, and **Art Stevenson**, Taylor Cubbing, was third. Feeling mighty spry, the wily **Scott Macfarlane**, got himself a plaque, too, in the wingover and figure eight contest, with **Al Fox** a close second.

The Free-for-all race was the signal for all Hades to break loose---and it did! When the smoke of battle cleared, **Harold Briggs** with his Briggs Special, which ought to be in the National Air Races, has cinched first prize; **Danny Grecco**, flying his amazingly snappy Kinner-pulled Great Lakes, loped in for second place, while **H. H. Becket**, in the Challenger-Eaglerock, charged in for third.

Among the various entertainment features were **Herbert (Shorty) Stark**, Compton's (that's a burg in California) contribution to the parachute jumping world, who made his 526th and 527th delayed parachute leaps at the skyfestivities and **Al Fox**, who did an imitation of a hick farmer taking his first lesson which was a kick in the britches.

I must add that the prize for the plane coming the longest distance went to **Bill Fry** of Long Beach, California; that the official starter was **Ferris Ward** of Eugene, who did a very nice job of starting; that the contest committee was composed of **Fred Chitty, L. E. Clark, John Durr**, all Eugenatics, and **Art Whitaker** of Portland; that **Roy Fry**, Washington state representative from Olympia, would have been there, too, only his engine decided to take the day off and he had to sit down at Castle Rock; that there were all kinds of cash prizes plus all sorts of merchandise and gas'n'oil prizes for the boys and girls---and that **Mrs. Art Whitaker** won the knitting contest by knitting her bitter half a new Taylor Cub and a set of wheel pants while he followed the queen around, looking like a calife with the ague!

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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