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.
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 you 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, Wilber 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 Elkton, 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 tenatious 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 Hughes 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.
The Society is in Need of These Items

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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 Murads—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 hiccuped 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 from 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 litled 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 Burbree, 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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