THE 25TH ANNIVERSARY CELEBRATION AND ANNUAL MEETING
OF THE OREGON AVIATION HISTORICAL SOCIETY

Will be held Saturday, April 19th, 2008
At the Village Green Resort and Hotel, Cottage Grove, Oregon

A social gathering will begin at 11:30 followed by a noon luncheon in the Cascadia Room.
Cost is $15.00 per person. Please R.S.V.P. by April 9th 2008 if you plan to attend by
calling (541) 929-5598 or e-mailing tbedell@peak.org.

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1983 – 2008 : Twenty Five Years of O.A.H.S.
by Hal Skinner

Has it really been that long? Have we moved along in the direction our early ‘founders’
anticipated or hoped for? What have we accomplished in the years ending with a silver
anniversary? Maybe we should consider where we are headed from here as well. Heavy stuff
and asking for the thoughts of ‘those who were there’ should give us the answers.

As we think of the Historical Society in the terms of a period in time the names of each of the
people that are involved come first to mind. Then, some who began with us and are no longer
here come quickly to the forefront. The privilege of knowing and working with them is a gift
that cannot be duplicated.

Who do we talk to? Who do we remember? For your editor, Elwood Hedberg comes to mind.
Elwood passed away in 2000 and was as big a supporter of the museum then as when he first
joined with us. In his cajoling manner, he was the one leading the way and dragging us along
with him to the decision to build the History Center. The OAHS resource library there is
named in memory of Elwood and Betty Hedberg.

Tim Talen remembers how things started. He came to Oregon in 1977. In 1980, Tim was teaching at Lane Community
College and with time between classes, began to wonder what
about flying here needed to be improved. Oregon had too much
aviation history and was losing it to time and apathy. Without a
gathering point there wasn’t anything to keep historical aircraft
here. It was leaving, or more possibly, had already left the state
to places with a big head start on us. We needed an attraction
and, of course, that meant we needed a museum of aviation, and one that told the story of the
Oregon experience. But, without a collection, an organization, people or even a bank account,
where do you begin? For Tim, it seemed like we should go to the people concerned, pilots.
Understanding that attracting funds for something little more than an idea would be difficult, he

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RANDOM FLIGHT
By Roger Starr

It is always a pleasure to welcome and introduce new board members to the Society. So, please join me in welcoming Dorothy Austin of Roseburg. After the passing of board member Bill Austin last year, Dorothy agreed to step up to the table and lend her many talents. She will not need long to come up to speed with the board’s activities since she has been a very close follower of our progress and a very important contributor.

Thanks Dorothy. We promise to behave most of the time!

Twenty-five years is a long time when you look back at pictures of yourself and family. What with hair graying or nonexistent compared to those early years. So to a picture comparison between 1983 and 2008 of OAHS is quite a contrast. Some of the people in the early shot are not in the current picture, obviously for many reasons. But the most gratifying comparison is the realization that a number of faces do appear in both pictures. Not only have they aged, but the Society has aged, and aged well. Thanks to those who founded our group and those who have shepherded it through the years.

This year’s annual meeting will be one of a kind. All of them are, but this one can not be repeated in the future. Why? Because it is our 25th year and we plan to celebrate this milestone with some history and at least one surprise. I will not divulge the latter. The suspense of the moment can only be witnessed first hand if you attend!

The Village Green has made significant facility improvements since last year’s annual meeting. They are very anxious to provide a first class venue for us this year. Come join the fun. Who knows, you might even go away with a prize!!

Thanks to all of you who have renewed your membership for 2008. I hope you will agree that we provide a valuable public service for very little money. With your continued support, we can do even more.

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: OR 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__________________________

The OAHS Newsletter is published by the Society (PO Box 553, Cottage Grove, OR 97424) and edited by Hal Skinner for the benefit of the members. Member contributions are encouraged but should relate to Oregon aviation history.
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www.oregonaviation.org
BOEING MAIL PLANE, THEN AND NOW
The 4 passenger Boeing model 40-C designed in 1928 for shuttle and mail service on the Pacific Coast
By Hal Skinner

1928 - MAIL PLANE CRASH
AT CANYONVILLE

It happened in the fog. Fog so thick that you couldn’t see what was there and thought you saw things that weren’t. It was October 2, 1928 at approximately 10:00 a.m. when a traveler heard such an explosion that he stopped the car beside the roadway to investigate. Presently a figure, dressed in leather and wearing goggles, appeared from the direction of the sound. He staggered out of the fog, incoherent and covered with blood.

Pacific Air Transport began air-mail service between Seattle and Los Angeles in September, 1926. It operated as a division of Boeing Air Transport, Inc., and in 1934 became a part of United Airlines. The Boeing 40-C is a mail-carrying, four passenger biplane with an open cockpit. The crash was the company’s fourth loss in two years.

The pilot, Grant Donaldson, was nearing Canyon Creek Pass from the south, on the Medford to Portland leg of the route. The weather was often difficult. Today, a choice had to be made. He could try flying over the clouds but, with fuel low, risk a possible descent through fog without seeing the mountains below. The decision was made to enter the pass. Maneuvering the big

2008 - AFTER 80 YEARS
RESTORATION COMPLETED

It was the summer of 2000. Vintage Bi-planes were gathering at the Stearman Fly-in held annually in Cottage Grove, Oregon. Addison Pemberton was there armed with tons of research on the airplane and desirous of acquiring the remains. Some negotiation and trades later, he owned a Boeing 40-C! With pieces that were recognizable only to him, the remains were loaded into the pickup and, he and his wife Wendy, headed back to Spokane with their treasure.

Addison Pemberton graces the skies in his beautifully restored Boeing 40-C           (Pemberton Photo )

From Addison, we received the following of what he termed ‘factoids’ for the re-build The project required that Wendy prepare 416 hangar meals that averaged nine place settings each. The shopping list included 7400 paper plates, 104 gallons of tomato sauce and 1000 bread rolls. 221 gallons of dope/reducer were used along with 120 yards of 102 Ceco-nite fabric, and 12 gallons of Poly-urethane paint for the sheet metal. The wings have 33,000 individual parts in them. The airplane weighs 4080 lbs empty and has a gross weight of 6075 lbs. It’s 34 feet long and 13 feet tall with a wing span of 44 ½ ft. The wing loading is 10 lbs per sq ft. The power loading, 10 lbs per h.p. It should cruise at 115 mph. 120 gallons of fuel fill the three tanks. Addison used 350 two inch brushes, six gallons of West Systems epoxy, while 181 rolls of paper towels kept things clean. A total of 62 volunteers worked on the project to some degree, 21 did a significant amount and 9 worked continually over many years.

(additional text continues on page 6)
EYERLY COMPLEX in the 1930's
Salem Airport

1930's airshow at Salem (can you count the automobiles?)

Eyerly Homebuilt

Waco cabin, Waco "A" two place and a Waco "F"

A Waco, a homebuilt and a Monocoupe

Assembled by Marilyn Husser

The flight line
Main Hangar at the Eyerly Complex

Eyerly home with the main hangar in the background

Eyerly Complex

Printed application for information on back of preprinted postcard to Eyerly Aeronautics

Lee Eyerly instructing aircraft mechanics

This is how we posed for photographs back then

Lee Eyerly 2nd from left—others unidentified
The first Chairman of the Museum was Walt Dunden. Walt remembers those first few meetings. It began with four pilots coming together in the Zenon Café in downtown Eugene, Oregon. Tom Cochran, Walt, Bill Kloos and Tim Talen began to toss around some ideas. The notes of those first meetings have been lost over the years, but one of the most significant items of the Historical Society collection was obtained. Hundreds of early Oregon aviation photos along with oral histories of pioneer aviators of the state have formed the basis for continuing research and publication of information. Organizational items that needed to happen did, and the Society incorporated as the Oregon Aviation Museum under Internal Revenue Code Section 501(c)(3). But more administrative activity needed to be started.

Carol Skinner was next chosen to lead to organization. The immediate need was to attract members, organize a Board of Trustees, and begin monthly board meetings. The first two annual meetings were held at the Village Green Loft Room and dinner speakers were Howard Louvering, Director of the Seattle Museum of Flight, and Tony Baby, a museum display designing consultant. Trustees Hal Skinner, Elwood Hedberg, Malcolm Buffum and, later, Ray Costello and Louise Wicks were added to the board. Carol’s position became president and she served in that capacity for two and one half years. During her tenure the board expanded to include Wilbur Heath, Al Grell, Lloyd Williams, Jerry Lausmann, Peter Stack, Penn Stohr and Al Alsing. The Society hired an executive director for a one year period. An event that almost all who were associated with O.A.H.S. at the time remember with pride, was Airport Days at the Cottage Grove Airport. Many antique aircraft filled the ramp and the star of the show was Jack Erickson’s Chance Vought F4U ‘Corsair’. The late Maj. Gen. (Ret) Marion Carl was the Guest of Honor and reminisced on a live radio broadcast about his Southwest Pacific combat flights in that model aircraft. We heard the flap-flap of SkyCrane rotors as Marty Martin ‘flew’ the Creswell airway beacon tower down to the event. The State Police closed the freeway in both directions while he crossed over I-5. The activity produced some $2,500. in much needed revenue. Along with a short-term offering of lifetime memberships, funds were accumulated to produce a brochure, begin displays at fly-ins and parades and market our organization to the public. The beacon tower brought in now stands proudly beside the History Center and is a call to visitors to the facility. Discussions of a museum building resulted in concept drawings by architect Gary Moye that were presented to the members at one of the annual meetings. Grant requests were being submitted, and a board retreat was held to organize a building fund drive.

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aircraft through the narrow passageway between the trees below and the fog just above, Grant Donaldson was looking overboard and following the Pacific Highway when he struck Canyon Mountain, near the summit. A passenger, D.P. Donovan, did not survive.

Area resident and aviation history enthusiast Ron Bartley, determined that the remaining pieces of the artifact were valuable to the OAHS and organized a recovery team to haul the salvage out of the hills. Area folklore tells the story that the passenger in the crash was carrying a cargo of diamonds, and now several of the ladies of Canyonville area wear rings set with stones from the crash site. However, the recovery crew failed to come out with any more of the valuable gems. The remains, consisting of two fuselage sections and a gear leg were stored at a Society facility for the next six years.
We continue to receive responses to our web page. One such recent contact told us of another Oregon WASP (Women Airforce Service Pilots) of whom we were not aware. The following e-mail was sent to us after the respondent saw the OAHS Newsletter link and article on an Oregon BT-13 crash.

Dear Folks, Last night I was looking online for information on Paula Loop, a WASP who perished in a crash in Oregon in 1944. Paula was a friend of my mother, Jerry Hardman Jordan. Jerry was also a WASP and escorted Paula’s body home after her death. I found your August 2004 newsletter online with the article on the recovery of the BT-13 crash in which Paula died. When I saw my mother mentioned, I thought I should drop you a line to let you know that my mother was actually an Oregon native, born in Haines in 1921. She was proud of her Oregon heritage, and after she passed away, my brother carried some of her ashes back to Oregon, where she learned to fly. The note is signed, With very kindest regards from Maryland.

Another response was from Mitch Maurer, an attorney from Tulsa, Oklahoma. Mr. Maurer saw that we were restoring the Great Lakes aircraft built for Dorothy Hester and subsequently owned and performed acrobatically by Tex Rankin. In researching some of his father’s personal documents he came across a log book concerning 315Y. His father was Harold Krier, acrobatic pilot and national airshow performer, who had owned the airplane as well. Then Mr. Maurer realized that the log book would be significant to OAHS as it was Tex’s, in his own handwriting, from the period of 1936 to 1939. That was the time of the rebuild by the Timm Brothers to the configuration we are rebuilding along with the Menasco engine conversion. He graciously forwarded the book to us for archiving. We certainly are grateful for this contribution.

As you can see, our historical documents of collection, preservation and dissemination are very important to people from across the United States, keeping legacies alive and bringing memories from the past to the present for the enjoyment of those who are interested.

Be sure to visit http://www.oregonaviation.org and select ‘Upcoming Events’ for breaking news.

“THE OREGON AVIATION HISTORICAL SOCIETY”

By Carol Skinner, Archivist
Oregon Aviation Historical Society

Mary Riddell, a member of the Quinault tribe, learned to fly at the Rankin School of Flying at Swan Island in 1933. She is considered to be the first female American Indian to receive her pilot’s license. Her instructor was none other than Tex Rankin.

After earning her pilot’s license, Mary joined a group from Seattle and barnstormed just about every state in the union. She also made 40 exhibition parachute jumps. That was during the time when airports were being developed across the country and Mary and the group performed at many airport openings.

When World War II started, Mary worked as an aircraft inspector for the War Department checking out planes before they were flown. Later, she moved to New York where she worked for a firm of consulting engineers. Mary was still flying 42 years later and held what she termed a “transport” license.

The Oregon Aviation Historical Society has been invited to play a major role in the development of a presentation of Oregon aviation history for the 2009 Oregon Sesquicentennial Celebration. Matthew Simek, President and CEO of Pacific Standard Television, has proposed a combined effort by Oregon aviation museums and the historical community across the state, in partnership with the “Oregon 150” campaign, to tell the story of aviation in Oregon beginning with the Lewis & Clark Exposition in 1905. Mr. Simek has produced film and video programs for Evergreen Air Museum in McMinnville, and Pearson Field Historical Society in Vancouver, Washington.

OAHS, with its collection of hundreds of slides and oral histories by the people who pioneered aviation in Oregon, is in a unique position to contribute to telling the story of aviation in Oregon through the eyes of pilots and observers who lived it. OAHS Archivist Carol Skinner and board members Annette Buswell Whittington and Doug Kindred have been appointed by OAHS President Roger Starr as a committee to work with Mr. Simek to provide resources for the project. Mr. Simek proposes to tell the story via public television broadcasts, enrichment materials, museum exhibits, video distribution, and educational packages for Oregon schools, to be distributed throughout the Oregon Sesquicentennial year, 2009.

ANOTHER OREGON AVIATION FIRST

By Carol Skinner, Archivist
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A Call to YOU

Join the Team!

Be the first to know what’s happening at OAHS!
Would you like to help spread the story of Oregon’s aviation history?
Sure you would! Just call (541) 942-2567 and tell
Wil Heath that you would like to be a part of the Newsletter staff.
The rewards are great - you will be very glad you did.

Do it today